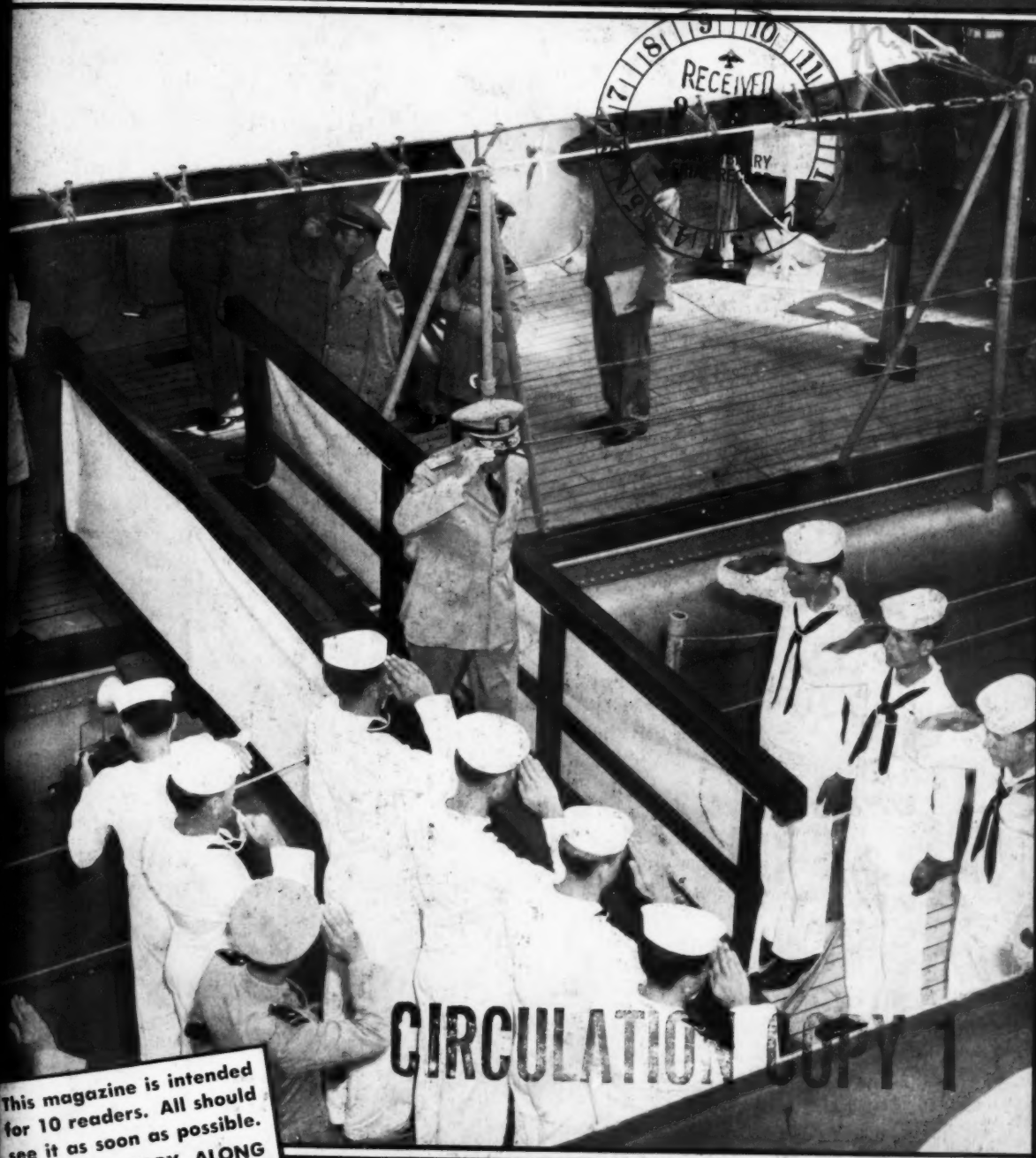


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

AUGUST 1953





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1955

Navpers-0

NUMBER 462

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The Chief of Naval Personnel

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The Deputy Chief of Naval Personnel

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Assistant Chief for Morale Services

TABLE OF CONTENTS

It Takes Talent to Make a Good Mess	2
Atomic Sailors	7
The Word	8
Twenty Brings Plenty in Fleet Reserve	10
Chief Is Skipper of One Truck, Dozen BBs	13
Escape and Evasion	14
Citizen Submariners Take Her Down	16
Rotating Buoys Make Two-Year Cruise	19
Servicewise: News of Other Services	20
Letters to the Editor	22
Crew Likes IFS's Good Looks	28
Special Feature:	
How to Keep Your Uniform Shipshape	29
Chart: How to Mark Your Navy Uniform	32
Today's Navy	34
Bulletin Board	
Living Conditions in San Diego Area	38
Assignments to New Construction or Conversion	38
Revised Rules on Temporary Storage of	
Household Goods	39
Here's List of Schools Open to Officers	
and Enlisted Personnel	43
Directives in Brief	57
Book Reviews	58
Book Supplement	
David Porter's Own Journal	59
Taffrail Talk	64

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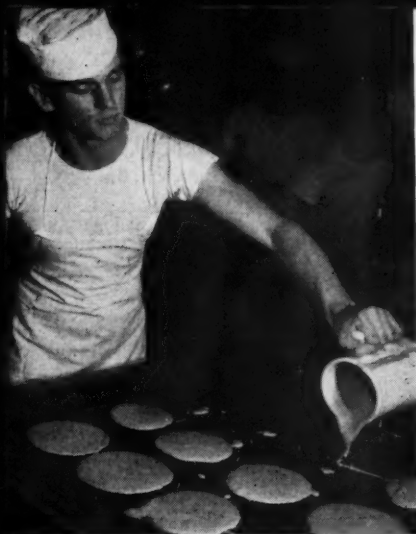
French Crawford Smith, Reserve

Don Addor, Layout

• **FRONT COVER:** SIXTEEN SIDEBOYS render honors in unusual ceremony. Eight sideboys flank side of USS Des Moines to salute VADM Thomas S. Combs, USN, coming aboard, as eight officer "sideboys" flank USS Salem's brow in parting gesture from his former flagship. VADM Combs is currently serving as Deputy Chief of Naval Operations (Air).

• **AT LEFT:** HIGH FLYING LST opens mouth to 'swallow' Marines who are assembling after a practice assault landing from the large plane. The 80-ton Navy transport, R3Y2, can carry 103 men.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photos on pages 16 and 18, lower two, are by Milwaukee Sentinel. Photo top of page 17, is by Milwaukee Journal.



MEN BEHIND YOUR MEALS give you the best on land or sea from pancakes to peanut butter cookies (right) made at sea.

It Takes Talent to Make a Good Mess

WHEN YOUR BUGLER blows "Come and get your chow boys, come and get your chow," you know another meal is ready to be served. You double-time for the mess line, so you can finish your meal early and have a few minutes of sack time before turning to again. If the call is a few minutes behind schedule, you're ready to tell the whole world that you're unhappy about it.

You haven't given the meal a moment's thought until you've gotten close enough to the serving line to read the menu. Maybe you gripe because it's corned beef and cabbage again, and you're getting tired of it. But on the other hand, you may be having steaks to order. If the meal is satisfactory, you forget about it. If it isn't, you gripe. Chances are, that's the extent of your interest in your food.

If that's your case, it's time you more fully understood the system which makes it possible for you to enjoy fresh meats and frozen strawberries instead of salt pork and hard-tack while overseas. The next meal may taste better.

Plans for that meal you've just enjoyed actually began long ago back in the States. And, like any other operations on board ship or station, men, machines and materials are needed.

Here are the men who convert the crates, boxes and barrels of raw provisions into the well-balanced nutritious meal you've just eaten:

On a typical large ship such as a

cruiser, for example, a Supply Corps officer will be designated as commissary officer. Below him in the ship's organization you will find a first class or chief commissaryman in over-all supervision of the general mess. He oversees storage of supplies, their preparation and serving, and advises the Supply Officer on replenishment of provisions. Most likely he will assist in inspecting the delivered goods (for quantity), and he also prepares the weekly menus for the commissary officer's check, and final approval by the commanding officer.

Then there may be five men directly responsible to the chief:

- **Senior Cook**, who acts as a sort of "first lieutenant" to the chief. He regulates the watches and plans the work to be performed in the galley, although each galley watch also has its own "watch captain."
- **Senior Butcher**, a commissaryman who is detailed for duty in the meat cutting room, to cut and issue all meat for the galley and special messes.
- **Senior Baker**, who takes charge of all bake shop activities.
- **Spud Coxswain**, a commissaryman detailed to handle the duties of preparing fruits and vegetables for the daily menu. He is in charge of the vegetable preparation room and performs his duties with the assistance of mess cooks.
- **Jack-o'-the-dust**, a commissaryman or storekeeper (perhaps a striker) who is detailed to the issue room

and reefers. Aside from such items as "keeping it clean" in the various storage spaces, and keeping an eye on the temperatures of meat boxes and other cold storage spaces, the jack-o'-the-dust is responsible for filling requisitions turned in to the issue room.

Each of the galley watches will also have a "captain" who works directly under the senior cook or the chief commissaryman. These "watch captains" have direct charge of the commissarymen, strikers and messmen detailed to their watches.

The handy-man in the commissary organization is the mess cook—usually he is assigned from the divisions aboard at the rate of one man for each 20 subsisted in the mess. Normally detailed for a three-month tour of duty, the mess cooks are supervised by the mess deck masters-at-arms, who also maintain order in the messing spaces. The MAA-mess cook combine takes charge of the food serving spaces, the scullery and the garbage disposal room. They bear the responsibility for the proper cleaning of these spaces and all food service equipment not directly under the cognizance of galley personnel.

To supply these commissarymen with the know-how to turn raw supplies into first-rate meals, this Bureau and the Bureau of Supplies and Accounts have cooperated in setting up several schools.

The Class "A" schools are located at Newport, R. I., and San Diego, Calif. The 15-week course is divided

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into five weeks of classroom instruction and ten weeks of practical instruction, half in laboratory galleys and half in operational galleys located on the two stations. Operational bake shops, meat-cutting and vegetable preparation rooms are also used in the practical sections of the course, with students working regular shifts as cook strikers.

Students in the "lab galleys" do small-quantity cooking under close supervision. These miniature galleys are arranged to accommodate four students per unit, with each unit providing a griddle, a deep-fat fryer, an oven and one steam-jacketed kettle for each two students.

At present the only Class "B" school is located at Newport, but plans are underway for establishing a counterpart at San Diego. The "B" school trains personnel in the professional requirements for CS 1 and CSC. Courses here are also of 15 weeks' duration, with approximately one third of the time being spent in classrooms, studying the theories involved in cooking, baking, meat-cutting and general commissary department work.

The steward's mates who operate the Wardroom Mess and such private messes as the Flag Mess, Captain's Mess, and Warrant Officer's Mess are trained at Class "P" schools. These are located at the training centers in San Diego, Great Lakes and Bainbridge.

The best-trained personnel, however, can't do much without equipment; the electric and oil ranges, scales for weighing, refrigerators, electric mixers and machines to cut

butter into individual portions; coffee urns which vary in size from eight to 100 gallons, deep-fat fryers and steam-jacketed kettles — the familiar "coppers" which vary from 20 to 150 gallons' capacity; food choppers and vegetable peelers (which can peel more potatoes in five minutes than you can peel by hand in an hour), dicers and steamers, electric meat grinders, saws and slicers and cube steak machines are frequently used.

In addition to these tools of the trade, installed in the galley, or the bake and butcher shops and the vegetable preparation room, your galley staff also has the "Navy Recipe Service" — (NavSandA Publication 7) which gives your cooks and bakers full directions for preparing everything from asparagus to zucchini.

These recipe cards are set up on the basis of 100 men; for instance, one recipe specifies that 40 pounds of boneless beef will make 100 portions of French pot roast. By using a little simple arithmetic your commissaryman can figure the amount needed for any multiple or fraction of that number—so food won't be wasted by over-preparation.

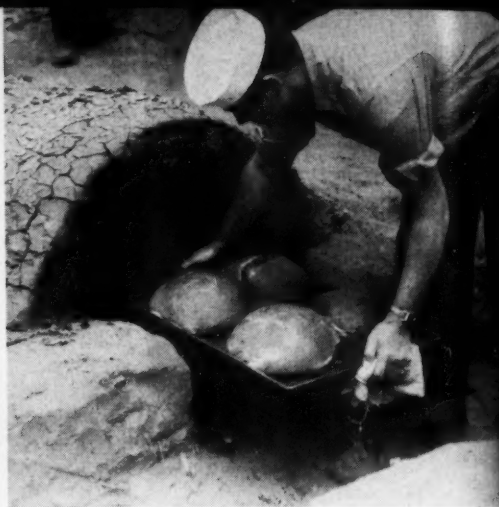
Included among the recipe cards, incidentally, is one for that standard Navy joke—baked beans. But there's evidence that those beans are pretty good: Recently the Commissaryman School at San Diego received a letter from a retired Marine, praising the memory of the baked beans served him on Guam during the 1920s and asking for the recipe. He wrote that he plans to convert the recipe to feed his four-man family.

But no matter how well-equipped



SPUD COXSWAIN prepares fruits and vegetables. Below: Commissary teamwork equals meal 'fit for a king.'





BAKER'S JOB varies from 1900 loaves per meal on BB to making mud field oven to supply fighting men on land.

the galley or how well-trained the personnel, your ship must have a steady supply of provisions—meats, fruits and vegetables, both canned and fresh, and in dozens of forms. These provisions must be readily available when your ship needs them, or you're likely to go hungry. And they must be in first class condition to prevent the possibility of contamination.

The job of keeping your galley supplied with a sufficient amount of first-rate food begins with the U. S. Navy Provisions Supply Office in the nation's capital. PSO not only is responsible for seeing that the correct amounts of the hundreds of items on Navy's provisions list are bought; it also oversees their distribution throughout the world.

Under the PSO are seven Navy

CHIEF COMMISSARYMAN oversees the galleys and serving. He advises the supply officer on ship's food needs.



Area Provisions Supply offices, located in different parts of the country. These offices handle the provisions requirements for the 22 stock points and depots which distribute food to stateside naval activities and ships, and five overseas installations which supply bases and ships outside the continental limits.

The bulk of your food supplies comes from these shoreside activities, or from the supply ships which perform a "shuttle service" between the Fleets and various supply activities. However, there are several other methods of procurement, particularly for fresh fruits and vegetables. One of these is to buy directly from dealers who have contracts with supply activities.

Another local procurement system is in operation at the General Supply Depot, Naval Supply Center, Pearl Harbor. Pearl's GSD contracts with Hawaiian farmers for more than a million dollars' worth of fresh fruit and vegetables yearly. These are used in island messes and for issuance to passing ships—fresh produce which has been away from the farm no more than two days.

But to get back to the ships operating overseas—and how your galley personnel manage those fresh salads after a number of days at sea. ComServLant, operating out of Norfolk and Newport, is the main source of logistics for ships operating out of East Coast ports, while ComServPac is the principal agent for Pacific area shore and Fleet activities.

ServPac, for instance, provides the mobile reefer support to ships in the far Pacific (although by an inter-service agreement naval activities

ashore in Japan and Korea receive reefer support from the Army, while the Navy supplies other branches of the armed forces on Guam).

Both naval Service Forces use reefers such as *uss Graffias* (AF 29), which can carry 1000 tons of "chill," 600 tons of "freeze" and 950 tons of "dry" provisions. A full load usually consists of 24 items of chill, 29 items of freeze, 28 items of quick freeze and 130 items of dry provisions. *Graffias* has partially replenished as many as 20 ships a day at sea.

Regardless of where your provisions come from, however, they are rigidly inspected before they turn up in your ship's galley.

All meat products delivered to the Navy in the U. S. are inspected at their destination by an inspector of the U. S. Department of Agriculture. The origin inspection may be performed by either the Army Veterinary Corps or the USDA, (and comply with the quality standards prescribed by the Navy).

Fresh fruits and vegetables—most of which are bought somewhat green so that they will withstand shipment better—also undergo the same inspection system. For instance, five USDA inspectors are stationed at NSC, Oakland, Calif. It's their job to see that the food delivered to your ship is in the best possible condition. Meats or melons, cabbages or cauliflower, they are all inspected at Oakland — although they may already have been inspected at the point of origin.

And how does your commissary officer know what supplies to take aboard? Or how much will be needed for a 30-day cruise? In the beginning, BuSandA knows that the

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GOOD SERVING techniques add to flavor. While commissarymen 'dress up' food new messes help to increase habitability.

men who run Navy ships must have well-balanced meals, so experts were called in to set up a diet system which furnished all the needed vitamins, minerals and proteins. The result was the Navy Ration Law, which prescribes the amounts of each food category fed to each man daily.

While this ration is used only as a guide on small ships feeding on a "money ration allowance," it is a requirement on large ships which operate with central storerooms (it is also required on shore stations). Here are some examples of what the standard ration calls for: In one day you get 12 ounces of soft bread or flour (in gravy, perhaps, or dumplings) or eight ounces of biscuit; 12 ounces of preserved meat, 14 ounces of salt or smoked meat or 20 ounces of fresh meat, fish or poultry. You also get two ounces of coffee or cocoa, or one-half ounce of tea. As for milk, Public Law 690 temporarily increases fluid milk ration by eight ounces above normal use; one ounce of powdered milk or four ounces of evaporated—unless the milk is fresh, it is likely to be used in the preparation of other foods. The standard ration also contains set amounts of such foods as butter, cheese, eggs and cereals, sauces and sugar.

Vessels operating with a complement of less than 150 men and under unusual conditions may have these allowances increased by the Secretary of the Navy. The Navy ration allowances do not apply to such "private messes" as the Captain's Mess, Wardroom or WO Mess, since the members of these messes must pay for the food they consume.

In addition to the Navy Standard

Ration, the Navy Menu Service includes a Provision Requirements Table. This table tells the officer in charge of ordering your supplies just how much of each item is needed to feed that menu to 100 men over a 30-day period. Here again, a little simple arithmetic will give the requirements for any multiple or fraction of the basic number.

What you have just read gives you an idea of the system needed to feed you and your shipmates "three squares" a day, day in and day out. However, there's a good bit more to the story—such things as continual research into methods of freezing and packaging foods, so that your ship can carry more and better provisions in the limited space available. Such items as dehydrated and concentrated soups, "prefabricated" meat cuts and boneless beef are examples of these tasty space savers. There also are super-concentrated fruit juices which require little more than one-fourth of the space needed for ordinary canned juices.

The importance of squeezing better food into smaller packages is best seen by looking at the amounts of food required to feed a crew. Take the case of *uss Norfolk* (DL 1), which feeds approximately 400 crewmen each meal. For those 36,000 meals per month (more or less), *Norfolk's* cooks must prepare some 11,000 pounds of meat, 21,000 pounds of vegetables (including 7500 pounds of potatoes), 2100 pounds of fresh fruit and 1200 pounds of coffee.

And in an average month a large ship, such as *uss Wasp* (CVA 18) will serve approximately 10 tons of

beef—as steaks, stew meat, meat loaf or roast beef. Potatoes are consumed at the rate of 20 tons a month and 24,000 loaves of bread are baked each month. Even so, thanks to improved food packaging and freezing of luxury items, *Wasp* is able to serve a ton and a half of strawberries—while using only a ton of dry beans.

Improvements are not limited to provisions, however. The Provisions Supply Office has set up Field Food Service Teams on both coasts. These teams, composed of a Supply Corps officer and four CSCs each, are especially selected and trained to provide on-the-job training to your galley personnel in preparing and serving food that both looks and tastes good.

After observing your galley or messhall operations for a couple of days, the team goes to work on the

NAVY COOKS learn how to provide the best on special training unit in lab galley at supply school classes.



AUGUST 1955



PART OF GROUP of boy scouts in Formosa area get word on USS Rochester's engineering plant from Edward N. Green, MM3, USN, while guests of ship.

Scouts (and Guides) Find New Trails in Cruiser

You really think you know your ship, right down to the smallest item, until a twelve-year-old destroys the illusion by asking you about details you've never noticed. That's the experience the sailors on the heavy cruiser USS *Rochester* (CA 124) had when they were hosts to 57 American and Chinese Boy Scouts and their troop supervisors. The guests were on a two-day cruise from their homes in Formosa to Okinawa.

The boys boarded the cruiser while she was anchored in Keelung, Formosa. Preparations to receive the youngsters were begun several days earlier. A living compartment was set aside for their use and special watches were instructed and posted to make sure none of the Scouts wandered too close to the lifelines. Pamphlets containing general information about the ship were stacked and ready. Volunteer escorts had shined their shoes and the ship was spruced up.

But no one was quite prepared for the arrival. Carrying Indian masks, bananas, flags, knot-tying exhibitions, cameras, Formosan soft drinks, baseball caps, and a surprisingly small amount of clothes, they all saluted the national ensign and the officer of the deck as they came aboard.

Then the youngsters took over. The petty officer escorts, one assigned to each five boys, helped

them stow their gear below. Tours of all the major spaces on the ship took up most of the afternoon. The Scouts, asking questions by the dozen, led the escorts from the bridge to the engine rooms, from the anchor windlass to the crane on the fantail. Guides were frank to admit they went to spaces they themselves had never entered before, though their average time on board is more than two years.

Major points of interest were the pilot house and the radar on the ship's bridge. All of the Scouts wanted to take a turn at the wheel, and watching the image on the radar scopes kept them occupied for a long while. It was only a few hours till the boys began turning up wearing white hats and with an ice cream sundae in one hand.

The boys left the ship after lunch on Sunday. Their exhausted guides helped them get their gear into the shore boat. After the Scouts rendered honors to the ship as they left the side, the scorecard was totalled.

Fifty seven hits, no errors, and a good time all around.

For *Rochester* the Formosa-to-Okinawa trip was a short rest between operating periods. Now on her fifth tour of duty in the Far East since the outbreak of the Korean War, *Rochester* has been on maneuvers with Task Force 77 and training exercises at sea.

—LTJG R. E. Morris, USNR.

"weak" spots, improving the service or preparation of your meals. Team visits usually last two weeks and include formal instruction periods for commissarymen and messmen, as well as on-the-job assistance.

The receiving station mess hall at Philadelphia is a good example of what can be done to improve the efficiency and "habitability" of station messes. Improvements at Philly include new terrazzo decks, formica table tops, corrugated glass partitions over the new stainless steel serving lines, salad and fruit bars and new stainless steel silverware dispensers coupled with a system of rinse, wash and sterilization which provides clean, sterile silverware, untouched by human hands from the time it enters the dishwasher until it is selected for use by the men. Continuous dinner music and warmer lighting add color and create atmosphere.

Ships operating with the Fleet also are getting into the habitability swing, with such items as colorful formica-topped tables, upholstered benches and seats.

So there you are, sitting down to a dinner that may include cream of tomato soup, roast beef, mashed potatoes, broccoli, tossed green salad, hot rolls, strawberry shortcake and coffee—and you're 500 miles from nowhere.

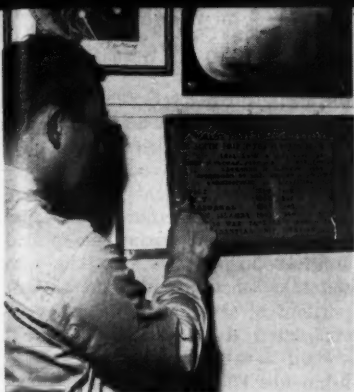
Behind that meal lie the personnel training and supply system you've just read about—and a lot of hard work. After the provisions were purchased, a number of different people inspected them for quality and quantity. Crewmen from your ship had a hand in bringing them aboard and stowing them properly. Then, long before reveille, your cooks and bakers and mess cooks were busy turning out breakfast.

Every time your ship hits a bit of rough weather their job becomes more complicated; battle messing or general drills can also foul up the detail. Extended operations without reprovisioning is likely to leave your galley with few of the better-liked items of food.

But whatever the operating conditions your Commissary Department must turn out three meals a day—and listen to a lot of griping if the food isn't topnotch. It's an exacting, difficult task, but the Navy's "sea-going chefs" know their onions—and a lot of other food items as well.

—Barney Baugh, JO1, USN.

ALL HANDS



A-SUB's Executive Officer, LT D. L. Axene, USN, looks over his ship's depth gauges during shakedown cruise.

NAUTILUS SKIPPER, CDR Eugene P. Wilkinson, USN, points out history behind his sub's name on bulkhead plaque. Right: Crewman hoists flag on ship's deck.

Atomic Sailors

WHAT WILL the atomic sailor of tomorrow look and be like? This question, in face of today's frequent discussions of nuclear propulsion on land and sea in the world of the future, has produced some weird speculations when discussed around the joe pot on today's Navy vessels.

The writers of science fiction would have us picture this atomic sailor as some kind of astounding creature attired in even more astounding mechanical gear, controlling his domain through a series of push buttons.

The truth is that nuclear Navy-men will not differ essentially from any of the sailors who are sailing the seas in present day ships.

Take for example the members of the Navy's first atomic crew now sailing in USS *Nautilus* (SSN 571). They wear the same uniforms, eat the same food, and when relaxing play the same old card games as any other bluejackets of the fleet.

Where this atom-splitting seaman will come from is another question that has spurred the imagination. Contrary to any speculations that you might have read in science fiction periodicals, the qualifications do not call for a mushroom-headed gent who has just flown his "saucer" in from another planet. Nor is he likely to be an all-purpose metallic sailor with electronic muscles and brain.

Like the crew of *Nautilus*, the fission sailors of future ships will be picked from the bluejackets now in the Navy in the particular specialties needed. These men will be sent to school to learn about the atomic powered ship they will man.

The next time you fantail sages start to spread the scuttlebutt about this weird looking bluejacket of tomorrow's atomic Navy, remember the power plants using nuclear energy are already turning the screws in the Navy today. That atomic salt in your yarn could turn out to be you.



'HOT CARDS' are checked out by T. J. Deane, CS3, USN, while shipmate Fred Lowere, EM1, USN, stands by.



'ATOMIC ELECTRICIAN' leans into test dive of *Nautilus*. Below: Forward look-out of first atomic crew mans station.



ATOMIC SAILORS of tomorrow's fleet are exemplified by *Nautilus* crewmen.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **TRAILER ALLOWANCE** — Procedures for payment of the recently authorized trailer allowance have been set forth in NavCompt Inst. 7290.1. The instruction states that payments should be made locally by disbursing officers, although DOs afloat and ashore outside continental U.S. may forward claims to the Navy Regional Accounts Office, Washington, D.C., for payment when a highway mileage guide is not available.

Trailer allowance payments will be made on a Travel Voucher (Standard Form 1012), which must be accompanied by the original and two copies of the applicable travel orders. Claimants must also furnish a certificate showing date the house trailer was

acquired and dates and places between which it was transported for use as a residence at destination. And if a commercial firm moves the trailer, the claimant must submit a bill, receipt, invoice or other documentary evidence of that fact.

Volume IV, NavCompt *Manual*, is being revised to include the trailer allowance payment procedures.

• **LDO SELECTIONS**—The selection board for Limited Duty Officers has announced that 194 Regular Navy enlisted men and temporary officers have been nominated for appointment as LDO, with those selected slated to receive the permanent rank of ensign on or about 19 Sep 1955.

A total of 1271 applications were screened in this year's selection to pick the new LDOs. Last year 122 appointments were made under this program and this year's increase brings the total number of limited duty officers in the Navy to more than 1550.

Those selected will be ordered to a special indoctrination course at the Officer Candidate School, Newport, R. I.

A breakdown of the selections shows that there were 10 nominated for deck category, 14 in ordnance, four in administration, 26 in engineering, four in hull, 59 in electronics, three in aviation operations, four in aviation ordnance, 10 in aviation maintenance, 32 in aviation electronics, six in aerology, 20 in the Supply Corps and two in the Civil Engineer Corps.

• **NAVY ON TV** — A pilot film has been completed and approved and further scripts are being prepared for a 26-week nationwide television show based on the Navy. Known as "Navy Log" the program will be sponsored and will cover all phases of naval activity, dramatizing true stories of the men, women, teamwork and tradition that make up Uncle Sam's sea service. "Navy Log" has been approved by

the Department of Defense and the Navy Department. The Chief of Information, Navy Department, has been designated as coordinator for the series.

Production of the films is expected to be completed during the period 1 Jul 1955 through 1 Jan 1956, with shooting schedules planned so that portions of several episodes may be completed during a single period aboard naval vessels or shore establishments. The first of the weekly programs is scheduled to appear at 2000 EDT, on Tuesday, 20 Sep 1955, over a major network.

All naval commands have been requested to extend cooperation and services consistent with operational commitments and schedules. It is not anticipated that the required services will be extensive, and every effort will be made to request and arrange services well in advance.

All correspondence regarding "Navy Log" should be addressed to the Chief of Information, or an information copy forwarded.

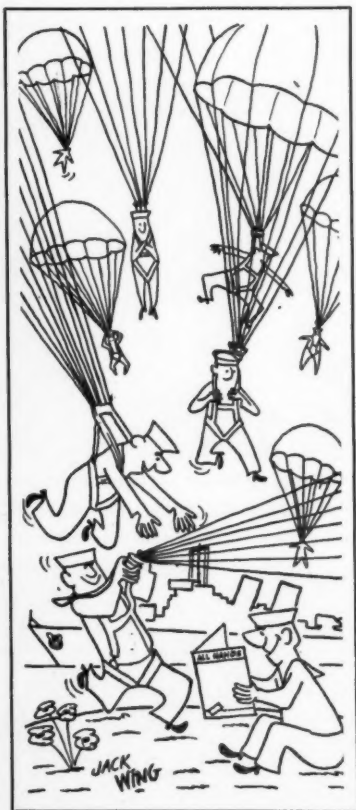
• **CIVIL DEFENSE** — The extent of Naval Establishment participation in Civil Defense pre-attack evacuations has been set forth in OpNav Inst. 3440.7, while Alnav 35 announces Navy adoption of the following CD action signals:

Alert: A steady blast of three to five minutes duration, indicating public action according to local CD plans. In most target areas this will mean evacuation, while in most non-target areas the same signal will mean that Civil Defense forces are to mobilize.

Take Cover: A wailing tone or a series of short blasts of three minutes' duration, indicating an imminent attack and that the public must take the best available shelter.

All Clear: The former Warning White may be eliminated as an audible signal, in which case other means of communication will be used to announce the release from previous conditions of alert.

According to the OpNav instruction, the Navy's evacuation policy is designed to preserve the manpower needed for accomplishing the Navy's mission after the threat of attack has subsided, while considering the demands of active defense and other essential operations at activities immediately before and during an attack. To this end:



PASS THIS COPY ON — You shouldn't have to chute to see the latest ALL HANDS — it's meant for 10 men.

1. Personnel assigned to active defense duties, necessary security guards and firefighters, and other personnel performing essential functions should remain at or be recalled to their assigned duty stations.

2. Ships in port should get underway with personnel actually on board and evacuate harbors of critical target areas.

3. Personnel unable to rejoin their ships should report to a predesignated naval evacuee area.

4. The Emergency Recovery Organization of each activity should deploy with equipment to locations outside the probable area of weapons effect.

5. Civilian and naval personnel not otherwise employed should report to designated evacuee assembly areas.

Based on the above policy, subordinate commanders in appropriate localities are responsible to district commandants for preparation and review of uniform evacuation plans, designation of evacuee assembly areas and locations for deployed passive defense components, and coordination of their plans with those of the adjoining community.

Senior officers present afloat will prepare emergency sortie plans for rapid evacuation of naval vessels from critical area harbors, coordinate plans with the commander responsible for the locality, and inform all ships present as to the location of naval evacuee assembly areas ashore.

• PG SCHOOL APPLICATIONS — Information and procedures for requesting postgraduate instruction, plus a list of all postgraduate curricula available to Regular Navy officers (and certain curricula available to Naval Reserve officers) have been published as BuPers Inst. 1520.15B.

The information contained in the instruction supplements more detailed descriptions and other information contained in the annual Postgraduate School Catalog, distributed to all major ships, large staffs, unit commanders and certain shore activities. For other information on the Postgraduate School, see ALL HANDS, April 1955, p. 14.

• CPOs MAKE WARRANT — Fourteen CPOs have been appointed to the temporary grade of warrant officer W-1. These appointments are the last to be made from the list of selectees which preceded the current list

of 499 eligibles. The new appointments are in the following categories: Surface Ordnance Technician — 3; Electrician — 1; Machinist — 3; and Supply Clerk — 7.

• WARRANTS PROMOTED — The Secretary of the Navy has approved a selection board report recommending the promotion of 1271 Regular Navy warrant officers to the following grades: W-4 — 884; W-3 — 88; W-2 — 299.

SecNav also approved the promotion of 307 Reserve warrant officers to the following categories: W-4 — 254; W-3 — 49; W-2 — 4.

The selectees will be promoted on reaching their required time in grade.

• POW CLAIMS DEADLINE — Navy-men who became POWs during World War II or who lost bank accounts during the occupation of the Philippines are reminded that 31 August is the deadline for filing claims for reimbursement. Requests for application forms should be sent to the Foreign Claims Settlement Commission of the United States, Tariff Commission Building, Washington 25, D.C. Both the POW benefits and compensation for lost bank accounts will be paid from seized assets of enemy governments during WW II. For details see ALL HANDS, July, 1955, p. 7.

• CPO MESS MANUAL REVISED — The newly-revised *Manual for Chief Petty Officers' Messes and Enlisted Men's Clubs Ashore* (NavPers 15800) is now available from District Publication and Printing Offices. A required directive for all CPO Messes (both Open and Closed) and EM Clubs which operate under cognizance of the Chief of Naval Personnel, the revised manual contains a number of important changes.

Among these are the following: 1) The officer representative is now designated Mess Treasurer and is responsible for over-all administration of the activity, while the enlisted man or civilian who actually runs the mess or club is designated Mess Manager; 2) the election of officers and appointment of an advisory group is now optional for both CPO messes and EM clubs; 3) elected officers of messes and clubs may no longer hold paid jobs in the mess or club; 4) inspections by the medical officer or his representative are now required.

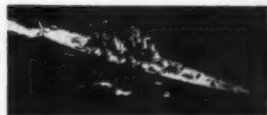
QUIZ AWEIGH

We're at the peak of summer and that's synonymous with vacations for many of you and your families. But you can ill afford to take a vacation from study—learning more about your job and the Navy in general. This month's quiz is fairly easy, being as it's summertime, so "take five" and score 4.0, if you can.



1. This aircraft is the PV-5 Neptune. Airplanes of this type are normally assigned to (a) fighter squadrons (b) patrol squadrons (c) carrier air groups.

2. The Neptune's primary mission is (a) submarine patrol (b) fighter-bomber (c) transport.



3. The hull number of this heavy cruiser is '72'. It is the (a) USS Los Angeles (b) USS Rochester (c) USS Pittsburgh.

4. The thing that makes a cruiser either light or heavy is (a) ship's displacement (b) seniority of commanding officer (c) caliber of ship's guns.



5. Probably the first thing you'll notice about this submarine is the large cylindrical chamber abaft the conning tower. Upon close inspection, you'll find that this is (a) a transport submarine (b) an auxiliary submarine (c) a guided missile submarine.

6. This submarine is the A5SP 313. Since there are only two submarines of this type in the Navy, you'll know that the one above is the (a) USS Sealion (b) USS Perch.

You'll find the answers to this month's quiz on page 57.



SECURITY AHEAD, after a job well done. Warren W. Rash, ADC, USN, leaves his unit to join the Fleet Reserve.

Twenty Brings Plenty in Fleet Reserve

INDEPENDENT DUTY in the city and state of your choice can be yours in one of the most unique naval organizations in the world today. In addition to your choice of duty, you receive your pay check by mail, are not required to wear a uniform and can work full time for someone else if you are the energetic type.

There are two main requirements: you must be in good health and have at least 19 years and six months of active federal service. The organization is the U.S. Naval Fleet Reserve and right now is the time to start making plans for your own request for transfer to the outfit.

Just what is the Fleet Reserve? Contrary to popular opinion it is not made up of a bunch of chicken farmers. Rather it is an exclusive organization composed of ex-CPOs (and other enlisted men, too) and temporary officers who are in every walk of life and type of work. They can, should another war or national emergency break out, return to active duty without additional training and serve in their specialty.

At present the size of the Fleet Reserve is approximately 15,000, with more than 250 new recruits joining

each month. Most are scattered throughout the U.S. Some have even taken jobs or established homes overseas.

While many of the Fleet Reservists have settled down on farms or in homes they bought during their active duty time in the Navy, fishing, hunting and generally taking it easy, a great many more of them have gone on to the world of private industry or they work in various offices of the government.

A cross section of Fleet Reservists contacted recently in Longview, Wash., disclosed that of 13 in the area, nine were working in civilian industry with four listing themselves as self-employed.

There are three sections of the country that seem to attract more than their share of men in the Fleet Reserve. Florida and California, perhaps because of their mild climates, and Washington, D.C., are all heavily populated with ex-Regular Navymen. In Washington there is hardly a Bureau or large office in the Navy department which doesn't boast at least one Fleet Reservist who has parlayed his Navy experience into a well paid Civil Service position, either in

the administrative field of his specialty or in an operational capacity.

Drawing two pay checks each month, one from the employer and the other from the Navy, makes things pretty nice for them, say the Fleet Reservists. One ex-chief engineer, Howard E. Dewey, who combined his engineering background and an aptitude for writing to secure a good civil service job says, "My retainer pay is buying me a \$20,000 house and allowing me to live very nicely on the salary I receive from my job."

Some of the ex-Navymen still have a yen for travel after they leave the Navy. Take the case of Bill Stomski. At present he, his wife Marge and their dog Goldie II are making a year's tour of the U.S. in their rebuilt pick-up truck which sports living quarters in the back.

Bill, an ex-chief and LTJG, plans to visit every large city, national park and famous landmark throughout the country as well as renewing old Navy friendships along the way. The Navy is also coming in for a little free advertising during the countrywide cruise. Painted on the body of the truck is a simple explanation of how

the Stomski's can afford to take such a trip.

The inscription reads, "The Navy was my career. Ask me about it, I'm retired."

It would be impossible to pick out any one Fleet Reservist and say, "He is a typical Fleet Reservist," since the men who make up this group are as varied as their personalities. In the small city of Madison, Fla., for example, there are seven ex-CPOs. One has purchased a gasoline station with a GI loan, another has built a small store near a good fishing lake and is open for business whenever the fish aren't biting. Two are going to classes under the GI Bill, studying various methods of farming and drawing both a subsistence check from the VA and retainer pay. Two others have joined forces and established a very successful dairy farm, with one responsible for the upkeep of equipment and animals while the other, an ex-chief yeoman, takes care of all the paper work and purchasing. The seventh man spends his time fishing and hunting, occasionally combining pleasure with business by serving as a guide for Northern visitors.

In other parts of the country Fleet Reservists follow quite different lines of work or pleasure, depending upon the area in which they have settled. But there is one thing that every man in the Fleet Reserve has in common with other members of the organization — they all have a feeling of independence which stems from the knowledge that the first of each month will find the mailman dropping by with a pay check. It makes no difference what happens in the world of stores or gasoline stations, nor does it matter if the herd dries up or the fish don't bite, that check comes in just as regular as clockwork.

How do you fit into this picture? Well each year, month and day you spend in the Navy, you are building up an investment which will start paying dividends the day you transfer to the Fleet Reserve. Jack E. Heidi, YN1, USN, put it this way over a coffee pot on board *uss Shea* (DM 30). "I started to get out of the Navy after my first four-year cruise back in 1949. Then I sat down and started to do some thinking and came up with what I think is an amazing set of figures."

"Since I first enlisted in the Navy at the age of 18, I could transfer into the Fleet Reserve at the age of 38 with an assured income of around



ANOTHER STEP toward early retirement is made by six crew members of *USS Zeal* (AM 131) as they take reenlistment oath on ship's fantail.

\$150 per month for the rest of my life. With all the new medical aids and so forth it seems reasonable to believe that I could live to the ripe old age of 68, giving me at least 30 years of seeing the mailman drop my monthly pay check in the mail box."

"That's where my fancy figures come into the picture. I multiplied 30 by \$1800, the amount of my retainer pay per year. The total came to \$54,-

000. Next I divided that by 20, the number of years active service I need to go into the Fleet Reserve, and got the figure of \$2700."

"From that I figured that each year of my active duty is worth \$2700 to me, in addition to all pay and allowances I draw regularly. It is, in a manner of speaking, going into the bank. However, I can only collect it when my 20 is up. Carrying it a little

ADDED BONUS OF TRAVEL in a Navy career is cashed in by Chief Hospital Corpsman and Mrs. A. J. Simonsen as they shop for china in Yokosuka, Japan.





SALTY CREW OF CHIEFS at Naval Examining Center total 1150 years of naval experience. Each year means money in the bank under Fleet Reserve program.

farther it means that at the end of my first cruise I had a bank account of \$10,800 ($4 \times \2700). I just couldn't afford throwing that big a bank account away and at the same time lose the reenlistment bonus, leave pay and what-have-you that you collect when you ship over. The only reason I had given any thought to getting out of the Navy was because of money but I sure couldn't see where I could bank that much money in four years of civilian life."

While money isn't the only reason that men put 20 or more years in the Navy, there is no denying that it helps. Despite the reason for a man's decision to stay, it is a fact that this country, and the Navy, do everything in their power to reward anyone who has put his 20 or 30 in the Navy.

In addition to the retainer pay, men in the Fleet Reserve rate the privileges of Armed Forces commissary stores and Exchanges as well as clothing and small stores establishments. They are eligible for hospitalization and dental care. Their dependents get outpatient treatment in the naval medical facilities. As a veteran, the Fleet Reservist also receives certain privileges under the GI Bill.

Transferring into the Fleet Reserve is really a very simple matter. Once you have the required amount of time, or no more than one year before you

will complete the required time, you submit a request for transfer, stating the date you wish to have the transfer effected.

After a check of your record to make sure that you have the required time, the Chief of Naval Personnel will issue orders and it's time for you to be piped over the side.

The majority of men going into the Fleet Reserve at present, and in the future, will be eligible for transfer only to class F-6, which requires a minimum of 20 years of active Federal service. However, the transfer can be effected at 19 years and six months since any period of service over six months counts as a full year.

At the time you enter the Fleet Reserve you have two options from which you can choose concerning the retainer pay you will collect. You may elect to take an even 50 per cent of your basic pay if you have completed 20 years naval service or elect retainer pay at the rate of two and one-half per cent of your enlisted basic pay multiplied by the number of years of active Federal service in the Navy or other branches of the Armed Services.

In almost every case you stand to gain by using the second method of computing your pay. Under this system the rates of retainer pay for a CPO would be as follows:

YEARS OF ACTIVE SERVICE	RETAINER AND RETIRED PAY
20	\$152.10
21	\$159.71
22	\$175.89
23	\$183.89
24	\$191.88
25	\$199.88
26	\$218.01
27	\$226.40
28	\$234.78
29	\$243.17
30	\$251.55

The retainer pay you receive upon entering the Fleet Reserve remains the same from that day on, unless you are recalled to active duty or have at one time served in a higher rank. Should you be recalled to active duty (which can only happen in the event of war or national emergency), the added active duty time (up to a total of 30 years) would boost your pay provided you had chosen the two-and-one-half per cent method of computing your pay. In the event you had at one time held a commission, your pay upon being transferred to the retired list would be computed on the highest rank held.

Dutywise, the Fleet Reserve is hard to beat. During your stay in the organization, you have a physical examination once during each four-year period, and provisions are made that you *may* be required to perform not more than two months' active service during that period.

The record of each Fleet Reservist is kept by the District Commandant and you must notify him of any change of address. He also gives you permission for short trips abroad, but permission to live overseas for any extended period must be obtained from the Chief of Naval Personnel.

That about covers the duties you might be called upon to perform during the time you spend in the Fleet Reserve before retirement. Whatever else you want to do is up to you.

You can follow the example of a Rockville, Md., Fleet Reservist who completed his schooling under the GI Bill, became a lawyer and is now a judge. You might like to follow in the footsteps of Julius G. Ponchak, an ex-CPO, who was recently appointed Postmaster of Bostonia, Calif. Perhaps you won't want to do a thing but take care of your own little chicken farm. Whatever it is you want to do, the opportunity is there, all you have to do is take it. Or in the words of many Fleet Reservists, "Life begins when you enter the Fleet Reserve."

—Bob Ohl, JOC, USN.

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HANDS



OPERATION PALETTE passes Navy word on canvas. Right: Chief Courtney explains art to visitors; (below) helps unload.

CPO Is Skipper of One Truck, Dozen BBs

John J. Courtney, ALC, USN, has what may be one of the strangest jobs in the Navy.

In addition to serving as skipper of a three-ton truck, he also has maybe a dozen battleships under his direct care.

The battleships are on canvas, but the truck is real. Chief Courtney is the operator of a traveling art gallery, featuring 120 original paintings by Navy combat artists.

Chief Courtney has been with Operation Palette for one year. It first went on the road in 1946, scheduled for a six months' tour. But due to the tremendous response it has been on the road ever since.

Chief Courtney has been running it singlehandedly, with what help he can pick up from civilians and naval installations along the way.

He gets his orders, loads the paintings into his moving van, crawls into the cab, and cruises to the next port.

The Chief can tell you a lot about those combat paintings, because he got around right smart during the war. He was at Guadalcanal and in many of the major engagements in the Pacific during WWII. Served in the carrier USS *Enterprise* (CVS 6) as a gunner in both torpedo planes and dive bombers. He is holder of the Distinguished Flying Cross, Air Medal, two Presidential Unit Citations, two personal letters of commendation and has 11 battle stars for the Pacific Theatre ribbon.

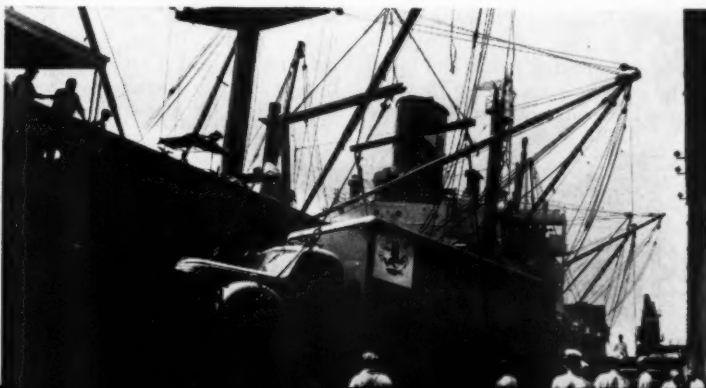
The scenes he doesn't know about personally, he's learned of from ex-servicemen visiting the show.

"There's usually at least one man in every city who recognizes a scene and tells me he was there," the Chief said. "Now and then I run into somebody who is in one of the paintings."

It may be that Chief Courtney travels more extensively on his own than any other elisted Navyman.



TRUCK CONTAINING traveling art gallery is loaded aboard ship. Right: Combat painting is typical of exhibit.





Escape and Evasion

WHAT WOULD YOU DO if, suddenly, you found yourself in the middle of nowhere with enemy forces hunting you down? What would you eat? Where would you hide? How could you get back to friendly territory? And, suppose that all you own are items that you'd normally carry as a member of a flight crew.

These, and many other questions, are answered in "Operation Tenderfoot V" held in the backwood thickets of Fort Bragg, N. C. Sixty-eight men, pilots and aircrewmembers from Navy and Marine Corps bases along the East Coast were among the latest group to be trained on how to sustain life if forced down in a strange country behind enemy lines.

Every point of realism is systematically stressed and every pilot—and aggressor—plays the game for keeps. No holds barred.

The exercise is divided into two phases. The first three days are devoted to survival, with emphasis placed on physical conditioning and land survival training. This is followed by a four-day problem termed the Evasion and Escape Phase.

On the first day of the survival training, lectures and demonstrations are given by the instructors, some of whom are former POWs in German and Japanese prison camps. All classes are held outdoors. Subjects such as map reading, day and night ground navigation, camouflage and concealment are taught. Students are also briefed on POW conduct and on provisions of *Navy Regulations* and the Geneva Convention concerning prisoners of war.

Practical demonstrations in survival techniques, building fires and shelters, snaring wild animals and out-

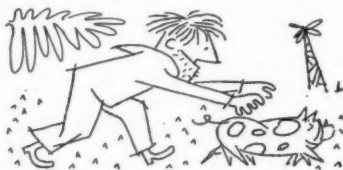
door cooking take up the remainder of the day. Also emphasized on the first day are methods of scouting, raft building and concealment of person and of camp site.

This preliminary training is put to use during the next two days which



completes the Survival Phase of the operation. The men are divided into groups of seven or eight and are sent into the woods with an instructor. The instructor does not lead the group, but merely acts as an adviser and sees that the students do not get into serious trouble.

For 48 hours, the men camp out, make day and night forced marches in the densely wooded and swampy area around Fort Bragg's Camp Mackall. The groups cross bodies of water and camouflage themselves, their places of hiding and their trails. These two days of practical application help set up the students



for the following portion of the exercise, the Evasion and Escape Phase.

On "E-E Day," the students are loaded into covered trucks and taken to the exercise area, where they are dropped in teams of two. These are

the evaders, Navy men who have been "forced to bail out over enemy-held territory."

Equipped with his blood chit, which has to be surrendered if captured, a map of the area, survival rations and gear, ten cents and a telephone number to be used only in case of a real emergency, each evader faces the problem of Phase II. His problem is to reach friendly forces or territory.

The pilots are given 45 minutes before the aggressor patrols — Army paratroopers — begin their search to capture the downed pilots. Neither the pilots nor the aggressors have any idea where the other will be.

According to most experts, this initial period is one of the most critical times that an evader pilot or aircrewman will spend. Speed may decide whether good cover can be reached before the arrival of enemy patrols. The initial reactions of the evader must be instantaneous and instinctively correct.

After each two-man team has gained suitable cover, two of the basic principles of evasion come into the picture — self-control and patience. The urge to be up and on their way must be overcome until they are oriented and have planned a definite evasion route.

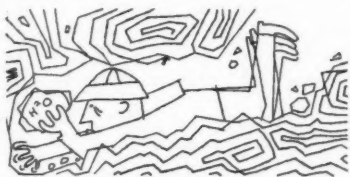
From where they are dropped, the evaders must proceed on foot, avoiding detection, for a distance of 10 to 15 miles across terrain which alternates among cultivated, wooded, and swampy, to a designated "safe house," or contact point. Here, contact is made with an underground net which furnishes assistance in further evasion to friendly hands. If a pilot misses his first contact, he has



an alternate which is some distance farther.

The pilot has two main objectives: 1) return to friendly hands; and 2) avoid the enemy. His chances are good, if he can apply the training he's received.

But what about food and water?

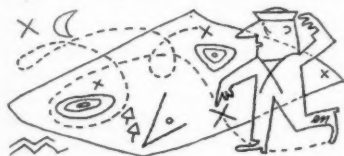


If he has any of these needed items, he doesn't have enough to last three days. How can he prepare the food that he might find? Where will he sleep? If he has thoroughly grasped his survival lessons, he'll know.

Each man has also learned that, if he should get hungry enough, he can eat fillet of rattlesnake or toasted grasshoppers, which are supposed to be very tasty, especially if he's gone without food long enough.

For pure drinking water, the student has been taught to search for natural streams which can be found several feet below the surface of the ground. Water from other sources, which most of the pilots in the exercise use, has to be purified by boiling or by purification tablets, if he has any.

Besides being hounded by the enemy and made miserable by the natural elements, the Navy airmen are also plagued by chiggers, ticks,



snakes and leeches. Then, too, they must be careful with the tools they use. Even a minor injury, such as a cut finger, could mean an infection.

Some evaders make their destination, others are captured. Those taken prisoner are put through rigid interrogation by the enemy. Here's where the pilot's training on how to

resist the enemy interrogators is brought into use.

Everything in the POW camp is made as realistic as possible, including the barbed-wire compounds, loudspeakers blaring propaganda throughout the day and night, physical abuse such as repeated push-ups and sit-ups, and the ever-constant questioning.

After the Evasion and Escape Phase of the exercise is completed, the airmen and their former captors, interrogators and "physical culture trainers" have a chance to meet on much friendlier terms. All feelings of bitterness and resentment over the realistic and sometimes severe POW treatment are quickly dispelled.

During the post-exercise evaluation, the pilots rain question after question at their former tormentors. What was expected of them when undergoing interrogation? How should they react to the various interrogation methods applied to them?

The value of these exercises is self-



evident. The record of successes and failures in evasion and survival during World War II and in the Korean conflict provides vivid proof of the need of this type of training.

And looking toward the future, many a Navyman may face the possible problem of his own conduct under similar circumstances. What would you do? This training could very easily mean the difference between life and death to many Navy airmen.

The control of "Tenderfeet" exercises, which are held each quarter, lies with the Commander Air Force, U. S. Atlantic Fleet in cooperation with the U. S. Army. At present, LCDR. E. Lytle, USN, is the officer-in-charge with tactical command of the exercises under LCOL Robert E. Perry, USA. —Jerry Short, JO2, USN.



HERE'S YOUR NAVY

"Across the Blue Pacific," CinCPac's own radio show which originates in Pearl Harbor, is rapidly becoming one of the Pacific Fleet's favorite means of telling the world more about their Navy. Begun in 1951 and now with more than 100 performances to its credit, the program is produced, written, directed and distributed by the Navy. It has no commercial sponsor.



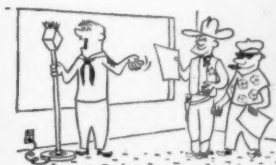
Production is frequently a joint-service operation, with USAF airman second class Ed Marion playing many of the leading roles. LT Rex Willis, a Naval Reservist, is announcer.

The show is heard over two West Coast networks plus several independent stations. Each week a true Navy adventure is beamed over these stations. The stories vary from a tale of



the adventures of a downed flier dodging a fierce tribe of headhunters to the moving story of a Communist puppy which was repatriated by American Marines.

As a general rule, members of the staff of the PIO office portray the various parts in the adventures, but often vacationing actors from the mainland pitch in and take over the acting chores



for one of the recording sessions. As a result the guest log includes such names as John Wayne, Walter Brennan, Fred MacMurray and many others listed as having been on the show. Proof of the program's appeal to radio listeners was given a few months back when an independent survey revealed that "Across the Blue Pacific," is heard in some 60,000 homes each week.

Citizen Submariners Take Her Down

NOT SO LONG AGO, a small group of Navy men—six officers and 24 enlisted men, to be exact—made a short cruise in North Atlantic waters on board a submarine.

The submarine was not the latest addition to the undersea fleet. It was not atomic-powered and the Navy men were not involved in scientific work. They were on a training cruise in *uss Tusk* (SS 426).

What makes the point to this whole cruise is the fact that these submarine men were trained in the American midwest—at least 500 miles from any ocean. They are representative of the many sailors who train regularly in dry-land submarine mock-ups or in moored submarines as members of

Naval Reserve units stationed in such cities as Chicago, Detroit and Milwaukee.

The weekend cruise—the first ocean-going one for these men—serves to indicate that the Submarine Reserve is a strong, going concern.

This particular operation serves also to point up the close relationship between the various naval activities. The Ninth Naval District had Reserve volunteers who were anxious to increase their battle-readiness. The Atlantic Fleet Submarine Force, with headquarters at New London, Conn., had the facilities for the cruise. The connecting link was the Naval Air Reserve Training Command, Glenview, Ill.

The Reservists were flown in Navy transport planes, piloted by Reserve aviators also on training duty, from NAS Glenview to Trumbull Airport, Groton, Conn. From there they went to the Submarine Base at New London where they began their two days of intensive training aboard the streamlined, snorkel-equipped submarine.

During their 30 hours at sea, the Reservists traveled some 500 miles, taking part in many practice dives and the shipboard drills necessary to qualify them for submarine duty.

The submarine program for Naval Reservists was first established in April 1946 by the Chief of Naval Operations. Since that time, hundreds of old-timers have maintained their proficiency through the training, and hundreds of new submariners have acquired the training needed in the event of a national emergency.

When the program first got underway, the Submarine Reserve was made up almost entirely of World War II veterans. Many of them went back on active duty during the Korean conflict. Today, the bulk of Reserve submariners consists of "new blood"—younger, less experienced men. More than 2000 Reservists take part regularly in the training program.

What does it take to become a submarine Reservist?

Today's submarine Reservist must be a volunteer with a genuine interest in submarines. He must meet high physical standards and pass a battery of psychological tests which prove him to be emotionally stable, mature, and a good shipmate—one who should be able to live in confined spaces for long periods of time. He must have an alert mind, with average to above-average intelligence. He should show good mechanical aptitude.

On his first tour of active duty for training (ACDUTRA) at a submarine activity, the prospective submariner must pass a pressure test normally given in a decompression chamber or an escape tank.

Some 80 per cent of the prospective submarine Reservists are eliminated in this procedure. The remaining 20 per cent are the raw material which the USNR Submarine Program must develop into the finished product—qualified submariners ready to augment Regular Navy personnel in

DRY LAND SUB RESERVISTS waste no time in taking to sea. After flying to New London, Conn., they set sail aboard *USS Tusk* (SS 426) in morning mist.



ALL HANDS

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time of war or national emergency. Let's see how this training plan works.

The new recruit starts his Naval Reserve career with an "in-processing" period of four to six weeks. He is screened, classified, issued uniforms and given one or more indoctrinational tours of the Reserve training submarine. During the next eight months, he undergoes recruit training.

Normally, the Reservist will take his first period of active duty for training during his first 36 weeks in the program—either at the Submarine School, New London, or at Hunter's Point School, San Francisco. At these schools, he attends the Basic Submarine (SP) course which is two weeks in length and satisfies all the requirements of the regular recruit training given the Surface program Reservist at a recruit training command. During this initial period of ACDUTRA, the Reservist undergoes further screening and is examined by a submarine medical officer. Here, too, he gets his pressure or tank test.

Upon completion of the 36 weeks of processing and recruit training and his 14 days of ACDUTRA, our Reserve recruit is ready for advancement from SR to SA. He is then designated "SP"—"qualified for submarine instruction."

With the basic facts of Navy life nicely in hand, the Reservist spends his next six months in submarine training. At the Reserve Training Center, he learns firsthand about submarine operations. Part of his training takes place on a non-seagoing training submarine; part is conducted aboard an operating submarine on weekend cruises.

Successful completion of this training prepares him for the examination for the designation "SC"—"qualified for immediate assignment to a submarine"—during his next period of ACDUTRA.

Once the Reservist completes his "SC" training, he begins a period of rate training which will lead to advancement to seaman or fireman. This phase of his training, which lasts for nine months, is broken down into two categories—military requirements for all personnel and either seaman or fireman training.

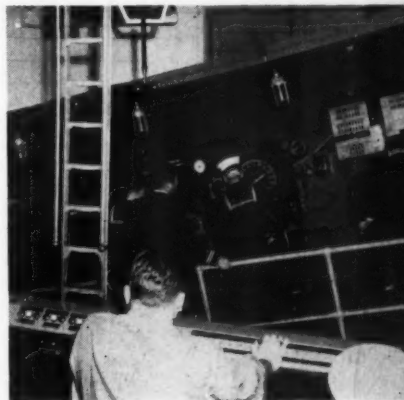
Soon our SA(SP) is ready for the examination for advancement to SN or FN. He is also ready for—or perhaps has already had—his second period of active duty training. During



MUSTERING TOPSIDE on their training sub, USS Taftog (SS 199), moored in Milwaukee River, submarine Reservists make ready for training cruise.

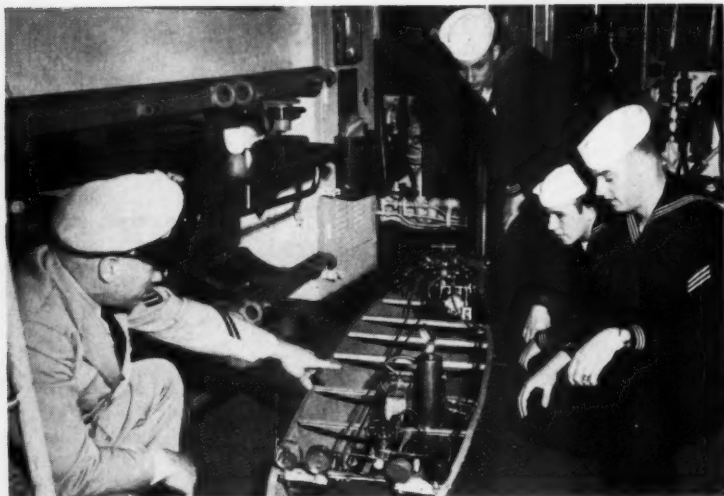
this two-week period, he is checked out on the required practical factors and examined for the "SC" designation. This designation is, for the Reservist, the equivalent of being a graduate of the Regular Submarine School at New London. Once the Reservist has earned his "SC" he is ready for active duty assignment to an operating submarine, should the need arise.

But our Reservist has not yet earned his "dolphins." Another nine to 12 months are spent in advanced submarine training. This training is aimed at preparing our SN(SC) or FN(SC) for examination for the



MOCK-UPS AND TRAINING AIDS helped inland sailors prepare for real thing. Above: Reserves bring 'sub' to surface. Below: Men practice loading.





SUBMARINE TRAINEES get squared away on steering mechanism. Working model shows details of entire system located in several compartments of ship.



'SALTY MEAL' at sea is enjoyed on board *USS Tusk* (SS 426) during training cruise. Above: Part-time sailors take turns making periscope observations.



coveted "SS" designation during his next—normally the third—period of ACDUTRA. When his silver "dolphin" insignia is pinned on, the Reservist is "qualified in submarines."

Bear in mind that the exams for submarine designations are given by Regular Navy personnel on board operating submarines to insure that the Reservist meets the standards set by the Regular operating forces.

By this time, our Reservist has put in about three years' service in the Naval Reserve. He has had intensive training for his rating and in submarine operation. He has participated in weekend cruises and three 14-day periods of active duty for training. He's ready to try for PO status.

By this time, too, our submarine Reservist has probably made up his mind as to which rating he wants. He has quite a choice. There are 58 petty officers in a submarine's enlisted personnel allowance. Of these, 39 fall into four groups—quartermaster, electrician, engineman and torpedoman. The remaining 19 PO billets represent nine different ratings.

Because of this wide variety of PO billets, submarine divisions normally conduct formal classroom training only in the four main groups. Reservists who aspire to other ratings are organized into supervised self-study classes. It goes without saying that petty officers are encouraged to complete correspondence courses for their next higher rate.

While the Reservist is preparing for advancement up the rating ladder, he maintains his proficiency in submarines by taking part in simulated underway periods aboard the Reserve training submarine at his Reserve Training Center (RTC), by teaching submarine subjects in his division and by active duty training periods aboard operating submarines or at a submarine activity.

There, in a nutshell, you have the Reserve submarine training program. It's a long, hard grind—but one that has many rewards.

The Reserve Submarine Program is continuing to expand, to explore new methods of training, to improve its efficiency and its value to the Navy. The Regular forces, realizing the importance of a strong Reserve, are providing complete support.

The caliber of the participating Reservists and their enthusiasm for the program speak well for its success.

ALL HANDS

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OVER THE SIDE with an 18-foot lighted buoy is a job for careful hands.

Rotating Buoys Make Two-Year Cruise

ALASKA'S "BUOY SNATCHERS" — we don't mean they steal them — play an important role in ship movements in the treacherous waters of the Northern Pacific and Bering Sea.

Maintaining and caring for these guide posts of the frigid deeps are three Coast Guard ships, USCGC *Sedge*, *Bittersweet*, and *Clover*, operating out of USNS Kodiak, Alaska. Buoys which are set out vary from the size of an oil drum to nine-ton lighted ones. These buoys, under normal conditions, last for two years before they have to be lifted and replaced. "Snatched" buoys are taken

to port to be cleaned, repainted and fitted out to relieve others at the end of their two-year "cruise."

In performance of their cold water mission, one ship alone, USCGC *Sedge*, logged over 17,000 miles last year tending to 170 navigation aids from Kodiak to Cape St. Elias.

Ship's navigators would be old before their time if it wasn't for the constant patrol of the men of the Coast Guard tending some 38,000 aids to navigation—lighthouses, buoys, beacons, bells, etc.—along 40,000 miles of waterways used by U. S. ships.—J. W. Braby, JO2, USN.

LAST MINUTE ADJUSTMENTS are made on new buoy that will relieve one of its sisters from a two-year vigil as USCGC *Sedge* pulls out of port.



GOOEY BUOY and chain are hauled on deck after two years afloat. It will be taken to port to be reconditioned.



SOLID CONCRETE sinker weighing 5000 lbs. is last to come up. Below: Placing the new buoy completes job.



AUGUST 1955

SERVICSCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE FIRST TACTICAL AIR DROPS of Army troopers since World War II have tested the defenses of the Panama Canal against a surprise attack. The combined training exercise, called "Exercise Barracuda I," included more than 2000 troops plus 800 paratroopers of the 11th Airborne Division from Ft. Campbell, Ky.

The main objective of the maneuvers was to see how fast and effectively the troops defending the Canal Zone could be reinforced from the U. S. by air. Air Force planes from Donaldson AFB, S. C., and Army, Air Force and Navy units of the Caribbean Command took part in the operations.

Lieutenant General William K. Harrison, Jr. USA, Commander in Chief, Caribbean Command, directed the joint exercise.

★ ★ ★

AN ALL PURPOSE AIRPLANE, one that combines the capabilities of a helicopter with that of a conventional fixed-wing plane, has been developed for the U. S. Army and is now undergoing rigorous factory tests.

The long-sought aircraft is the XV-3 convertiplane which sports a three-bladed combination rotor-propellor mounted near the tip of each of its stubby fixed wings. These operate as lifting rotors during take-offs, landings and low-speed flight, and tilt forward to serve as conventional airplane propellers for cruise and high-speed flight.

Developed after 12 years of study, the XV-3 is a four-place observation reconnaissance aircraft which can also be used as an evacuation-rescue craft. It is capable of carrying a pilot, medical attendant and two litter patients.

Conversion from rotor to propellor attitude is a smooth, gradual operation completed in 10 to 15 seconds. After the lift load is transferred from the rotors



ATOMIC POWERED combat Army x-ray, strapped onto back, takes pix without electricity, water, or darkroom.



ARMY TANK FAMILY gets together. Front: Heavy, M-43; Rear, L-R: Mediums, M-47, M-48 and light, M-41 tanks.

to the wing, a transmission gear shift similar to an automobile overdrive is used to reduce rotor speed and thereby attain improved high speed performance.

The conversion can be stopped or reversed at any point with steady, stable flight possible while the rotor-propellers are in any intermediate position. The craft can hover, move forward, backward or sideward with equal ease. It can maneuver and land in confined areas even under gusty wind conditions. Used as a conventional medium range aircraft, it can fly at speeds up to 175 miles an hour.

The convertiplane is 30 feet long, 13 feet high and has a 30-foot wingspan. Power is supplied by a single engine located behind the pilot-passenger cabin in the aft section of the fuselage.

★ ★ ★

POSSIBLE USE OF RADIOACTIVE WASTES has been announced by the Army Corps of Engineers Research and Development Laboratories.

Gamma radiation, the deadly product of radioactive substances, may soon be used for the sterilization of sewage without leaving residual radiation in the treated liquids.

In addition the Corps of Engineers feels sure that gamma rays may also be used to sterilize certain drugs and antibiotics that are harmfully affected by heat; to preserve meat and other food by killing the bacteria that cause spoilage; and to decrease the number of bacteria in swimming pools without using chlorine.

★ ★ ★

THE ARMY'S non-com officer-specialist program, which became effective 1 July, provides that noncommissioned officer identification and status be given only to enlisted personnel holding leadership positions. A separate category, called specialists, includes EMs in the top four pay grades who specialize in technical and administrative occupations.

Basic idea of this program is to identify as an NCO

the true leader, whether in a combat arm, technical or administrative service. The specialist is given special recognition by title, and separate insignia.

Under the present plan, technical and administrative services are authorized NCO positions commensurate with their needs in the same manner as the combat arms.

Titles in the top four enlisted grades are now:

GRADE	NCO	SPECIALISTS
E-7	Master Sergeant	Master Specialist
E-6	Sergeant 1st Class	Specialist 1st Class
E-5	Sergeant	Specialist 2nd Class
E-4	Corporal	Specialist 3rd Class

Noncommissioned officers will still be addressed as Sergeant or Corporal. Specialists will be addressed by that name. NCOs will continue to wear the insignia previously in use to distinguish the top four grades. Separate distinctive insignia will be worn by specialists. The NCO ranks above all other enlisted personnel, regardless of pay grade.

★ ★ ★

AN IMPROVED DEVICE for checking instruments that measure radiation has been invented by an Army private at Fort Benning, Ga.

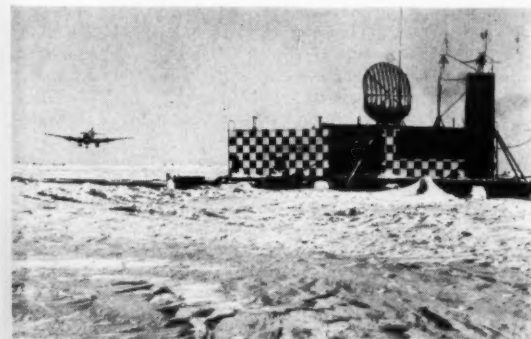
PFC Guenter Hagedorn is completing experiments on an electrical device that can align radiometers with a one per cent margin of error. This previously had to be done with expensive radioactive substances, and the margin for error was 25 per cent.

Born in Germany, Hagedorn came to the U.S. in 1953. His method, which requires no radioactive materials, promises to be safer and faster than any other known method, according to reports. In addition, the device could be built from parts normally stocked by the Army.

★ ★ ★

A NEW AND LARGER helicopter, the Sikorsky H-34, has been accepted by the Army and will soon be put into operational use.

The whirlybird is a four-bladed, single main rotor aircraft powered by a 1425 horsepower engine. Although exact specifications remain classified, the H-34 represents a substantial size boost over the famed H-19, which carries from eight to 10 fully-equipped troops. The H-34



OPERATION BIG HAUL is airlifting equipment and supplies to Arctic for building DEW Line radar in Alaska.



DOG FACE gets own gas mask. Army scout dog and handler model new masks during gas attack maneuvers.

can carry from 12 to 14 fully-equipped troops or 3000 pounds of cargo.

A special training course for pilots who will fly the new copters will be established at Fort Sill, Okla., sometime in the near future. At present two of the huge helicopters are undergoing complete phase testing by the Air Force at Edwards Air Force Base, Calif.

★ ★ ★

THE 95TH ANNIVERSARY of the Army Signal Corps was celebrated at Fort Monmouth, N. J. by the dedication of Armstrong Hall, a museum named in memory of the late Major Edwin H. Armstrong, a pioneer in the development of radio.

The museum houses many mementos tracing the career of Armstrong, an electrical engineer credited with the development of the superheterodyne receiver and FM (frequency modulated) broadcasting. He served in the Signal Corps in World War I.

★ ★ ★

A WORLD-WIDE ELECTRONICS communication system for ordering supplies is being planned by the Air Force. When established, it will save weeks in ordering and shipping overseas supplies.

A desk-sized transmitting and receiving device—a "transceiver"—will be installed at 36 locales in the United States. By an electronic process, these machines will transmit card impressions to other transceivers, which will then produce cards identical to those received.

This system will permit transmission and receipt of stock and accounting data in machine language. The cards will then be entered in the "memory" of an electronic processing machine. The final result will mean that the machines will perform in minutes more paper work than is now done with days of paper handling.

One transceiver was installed at Robins AFB, Ga., in June and another is in operation in Savannah, Ga.

When all continental transceivers are installed, it is estimated that from 10 to 20 per cent will be cut from the number of days required to receive supplies. Another 10 per cent saving in time will result when overseas transceivers are in operation.

LETTERS TO THE EDITOR

Enlisted Classification Code

SIR: Is it possible for me to have my NJC changed to one that is more suited to my training and qualifications? I was given a code qualifying me for general electronics technician but have had education and experience in research and development of specialized electronic equipment.—D. B. L., ET3, USN.

• The assignment of appropriate Navy enlisted classification codes is the responsibility of each commanding officer. Selection of the proper code should be accomplished by your division officer or the senior petty officer most familiar with your work, in accordance with the "Manual of Navy Enlisted Classifications" (NaoPers 15105) and a recommendation made accordingly. Since you believe your most significant skill is not adequately coded you should request a reexamination of your qualifications by your division officer.—Ed.

Color Perception Requirements

SIR: Some years ago the Navy waived the requirement for normal color perception for Regular Navy enlistees. Will this policy be extended to the appointees of W-1 and some of the LDO classifications? My particular interest is in the 1720 (administration) classification. The prospect of going through the testing, interviews and examinations without the possibility of such a waiver doesn't seem good. No doubt there are others in the same category.—H. W. N., PNCA, USN.

• "BuMed Manual" provides that applicants for primary appointment as commissioned officers of the line are required to read satisfactorily the American Optical Company (AOC) 40 plates. However, in the case of applicants for appointment as restricted and special duty officers, (LDO categories are included, Deck and Ordnance excluded) waivers of this requirement may be requested and granted.—Ed.

Seaman to Airman

SIR: I would like to have my rate changed from seaman to airman. Is there any way I may have it changed?—J. F. S., SA, USN.

• It depends on the situation. BuPers Inst. 1440.5 contains detailed instructions on submission of requests for changes in rate or rating. Some of the factors used in determining the Chief of Naval Personnel's action on requests for change in rate or rating are contained in this instruction.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D. C.

Dual Compensation Restrictions

SIR: There is an uncertainty among ex-temporary officers with a designator of 1102 who have been transferred to the Fleet Reserve and are presently employed in Civil Service.

Are they restricted to the \$3000 combined total of retired pay and Civil Service salary on completion of 30 years' service and subsequent transfer to the officer retired list, or may they request a waiver of officer retirement and elect to take enlisted retirement pay?—J. L. B., LT, USN.

• A Fleet Reservist, upon transfer to the Retired List after completing 30 years' total service, must be advanced to the highest rank or grade held on or before 30 Jun 1946 (if he had held a higher temporary rank or grade). When advanced to Chief Warrant Officer or other officer status he immediately becomes subject to the dual compensation restrictions. However, he may, at his own request within one year after retirement, request reversion to his permanent enlisted status.—Ed.

Courier Duty?

SIR: Can you give me any information on whether or not naval enlisted men can be assigned duty as a Diplomatic Government Courier? I have checked with my personnel office but they don't have any information and suggested I write to ALL HANDS.

What I would be interested in, provided Navymen can be assigned such duty, are the general requirements and the rates that are eligible to apply.—M. L. J., QMSN, USN.

• The only courier service utilizing Military men is the Armed Forces Courier Service which is made up of commissioned officers designated as couriers by the Chief of Naval Operations. All Diplomatic Government Couriers are civilians assigned to duty by the State Department. If you have any other questions you may check Navy Security Manual for Classified Chapter 7, Sections 1 and 2, U. S. Matter.—Ed.

Boat Allowances on Amphib Ships

SIR: Of what use is an LCVP aboard an attack cargo ship (AKA) other than that of a life boat? In many instances an LCVP is carried in an LCM for stowage. Then, when an LCM is needed, the LCVP must be manned, which is a waste of manpower. We notice that "P" boats may seldom be used, yet they still need care and we believe their upkeep is more than that of an "M" boat. Since they can't take the wear, carry cargo and land parties as well as the "M" boat, we suggest doing away with the "P" boats except two—one to be used for starboard and one for port as life boats.—J. L. D., BM1, USN, and G. E. M., BM2, USN.

• In general, boat allowances, which are established by the Chief of Naval Operations are set forth initially in the boat stowage capacities specified in the military characteristics of the ship type by the Ship Characteristics Board before construction. Thereafter, allowances are adjusted, based upon the recommendations of the President, Board of Inspection and Survey, during the trials, and the type commander and fleet commander as the situation requires.

There is no question as to the superiority in cargo carrying capacity and maneuverability of the LCM versus the LCVP. The basic problem involved in amphibious operations is a matter of obtaining enough boats.

In amphibious operations vast quantities of boats are required. Amphibious ships' boat allowances are based on the division, squadron and group needs and not the individual ship. Boats are allowed to the maximum carrying capacity of each ship. In general, the maximum number of LCM-6s and LCM-3s are provided, stowage is then planned for the required number of LCPLs, thereafter all available space is devoted to LCVPs. For example, the new USS Tulare (AKA 112) will carry 9 LCM-6s aboard, 3 LCPLs and 15 LCVPs. Very often LSDs loaded with LCUs in their wells are required to supplement the demand for waterborne transportation.

In amphibious operations all boats of all ships are at the disposal of the force commander, not the individual ship. This boat pool is the only means of effecting a rapid ship-to-shore movement of embarked troops as safely and quickly as possible. It is quite possible that an AKA boat might be fully employed throughout a landing and not carry a man or pound of stores from its parent ship.—Ed.

Transfer to Philippines

SIR: I am presently attached to Guided Missile Service Unit No. 217 at Seal Beach, Calif., on a normal tour of shore duty until 16 Mar 1958. My current enlistment expires 3 Jan 1956. According to BuPers Inst. 1050.2A, when personnel of Philippine or Guamanian extraction reenlist on board immediately upon expiration of their enlistment, commanding officers are authorized to transfer them via government conveyance to their home islands for further assignment by BuPers.

My wife is in the United States on a nonquota visa. Now, the questions that I have in mind are: Will my wife be entitled to government transportation to travel at the same time that I do because I will be on a permanent change of station pending assignment by BuPers? What are the restrictions on her part for making this travel on account of her nonquota visa for entry to this country?—E. D., YN1, USN.

• In answer to your first question, dependents are not entitled to transportation at government expense incidental to orders which do not name the ultimate duty station, but which only

Wrong Yardarm

SIR: I'd like to bring to your attention a slight error that appeared in your November '54 issue, page 31.

The article was entitled "Attention to Port," and you got your starboard and port mixed. The line in error should read "When a visitor approaches your ship and sees the Third Substitute flying close up on the port yardarm, he knows the captain is absent."—L. S. A., QM2, USN.

• Thanks for pointing out that our Third Substitute was flying from the wrong yardarm. We made the change to the port yardarm and hung from the starboard the writer who made the mistake.—Ed.

specify "for further assignment."

As for your second query, your wife should contact the local immigration and naturalization office in Los Angeles for information as to how to apply for a re-entry permit which will allow her to return to the U. S. upon completion of your duty abroad.—Ed.

NROTC Contract

SIR: After completing two years of NROTC (one as a contract student and one as a naval science student) I was ordered to active duty with the enlisted Reserves. When I am released in August I plan to return to college and finish the four-year course in a naval science classification. Will I have to return to active duty to receive a commission or may I take the examination for a commission and, after receiving the commission, remain on active duty with the Ready Reserves?—P. D. J., AN, USNR.

• Since naval science students have no military status, participation in naval science subjects will not, in itself, qualify you for a commission in the Navy. However, if you apply for status as a contract NROTC student and are selected by the Professor of Naval Science at an NROTC unit, you will then be required to sign a contract with the Navy, in which you will agree to accept a commission if offered, and to remain in the Naval Reserve for a total period of eight years after commissioning, two of which will be on active duty immediately after graduation.—Ed.

Good Idea Makes a Comeback Ten Years Later

SIR: I was deeply interested in your article on "Pogo," page 39 of the January 1955 issue of ALL HANDS. The Navy's new high altitude target for guided missiles was described as "a rocket-carried parachute which automatically opens at high altitudes and floats slowly to earth . . . a metallic silver coating on the parachute silk reflects radar signals." The reason for my interest is explained by the following suggestion in a memorandum which I submitted to the Operational Proposals Board in November 1944:

"Operations of this ship have made it almost impossible to utilize the services of Utility Squadrons for anti-aircraft training and at the same time have subjected the ship to attack by enemy aircraft. To provide some measure of training, various artificial targets including balloons, AA bursts, and starshells have been used.

"To provide many ships with the only anti-aircraft target which would be readily available, it is suggested that 3" and 5" shells similar to star-

shells be issued, except that an orange cloth target, preferably spring-loaded, be substituted for the flare, thus providing a parachute suspended target. This would provide a cheaper and longer lasting target than any of the above mentioned substitutes. Metal woven into the cloth would enable ships with radar fire control to maintain their proficiency. Rapid movement of the target in azimuth could be achieved by rapid maneuvering of the firing ship.

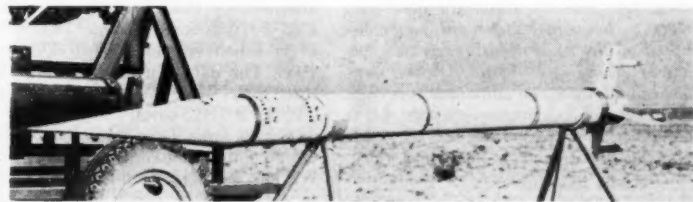
"The woven metal parachute-borne targets mentioned above may also prove useful in confusing enemy ship and aircraft radar screens, after discovery of our surface force as the airborne 'window' is now used."—CAPT. C. S. Willard, USN, Key West, Fla.

• It would appear that, like so many other thoughtful men, you have been too far ahead of your time. Since your original proposal was of a somewhat technical nature, a copy of your letter was forwarded to the Bureau of Ordnance for comment. The following re-

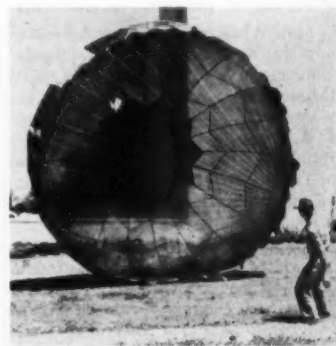
ply was received from the Technical Information Officer of BuOrd:

"I would say that CAPT Willard's proposal comes extremely close to describing the present existing Pogo target, the main difference being in the method by which the parachute is carried to altitude (CAPT Willard proposed a 'star-shell' solution to the problem whereas the designers of 'Pogo' utilize a high impulse rocket).

"Apparently, at that time (1944) the Operational Proposals Board did not think too much of the idea. With the advent of Guided Missiles, the radar reflecting parachute target came into its own—particularly when coupled with ordnance advances which permit its being carried up to high altitudes."—Ed.



POGO ROCKET with metallic chute is modern version of similar idea suggested by Navy captain during WWII.





'SIR, I HAVE permission to leave the ship,' are the words to be said by Navy-men while saluting the officer of the deck before going ashore on liberty.

Permission to Leave Ship

SIR: In a recent Fleet-wide competitive examination there was a question referring to the proper terminology used by an enlisted man addressing the Officer of the Deck upon the seaman's departure on liberty.

In *Bluejacket's Manual*, page 447, it states that an enlisted man will salute the OOD and say: "I request permission to leave the ship, sir." In the *Watch Officer's Guide* referring to the OOD's duties, it states: "He shall require all persons over whom he has authority to report to him or his representative upon leaving ship, stating that they have permission to do so." However, in a chart compiled by ALL HANDS in the March 1952 issue, showing naval customs ashore and afloat, there is a picture of an enlisted man on the quarterdeck, saluting the OOD and saying, "I have permission to leave the ship, sir."

I answered this question on the examination as, "I have permission to leave the ship, sir." Could you give me the correct terminology and references that apply?—P. C. M., Jr., BT1, USN.

• This question is best answered in

Wearing 'E' Insignia on Uniforms

SIR: While serving in a destroyer our ship's company won the Battle Efficiency "E" for the years 1950 through 1952. Am I permitted to wear an "E" on my uniform as long as I remain in the Navy? I understand that the "E" is officially part of the uniform and I rate to wear it on my dress jumper while in the Navy. — J.P.M., TE3, USN.

• You are in error. You are not authorized to wear the "E" indefinitely. Article 1202.5(e) of Uniform Regulations limits the wearing of the insignia to one year, and while you are a crewman of the ship awarded the "E"—Ed.

the Naval Officer's Guide. The references you quoted are all correct under certain conditions. When an enlisted man leaves his ship he must first obtain permission from Executive Officer, Head of Department, Division Officer and on down the line saying, "Sir, I request permission to leave the ship." To the Officer of the Deck, he says, "Sir, I have permission to leave the ship." When he leaves a ship other than that to which he is attached, he addresses the Officer of the Deck as, "Sir, I request permission to leave the ship."—Ed.

Disability Retirement

SIR: I am a CPO with 18 years' service and expect to be medically retired or surveyed from the Navy soon. Is there a law that provides servicemen with 16 years or more of service with 50 per cent disability or 50 per cent base pay? Are they allowed to finish their 20 years of service?—H. C. M., MMC, USN.

• The Career Compensation Act of 1949 (Public Law 351) is the disability retirement law now in effect and provides that a member of the armed forces placed on the Temporary Disability Retired List may elect to have his retirement pay computed on the basis of either his percentage of disability or his years of active service, but his disability retirement should not be less than 50 per cent of his basic pay while he is so carried. This applies to temporary retirement only. A member permanently retired for physical disability also may elect to have his retirement pay computed on the basis of either his percentage of disability or years of active service, but no minimum amount is specified.

Additional information on this Act is contained in BuPers Inst. 1850.3 which may be found in your personnel office.

There is no provision of law which requires a member with 16 years' service to be allowed to complete 20 years of service.—Ed.

WO Retirement

SIR: Will a man who was a warrant officer in WW II and has since been transferred to Fleet Reserve as a CPO be retired as WO on completion of 30 years? He was reverted to CPO in 1946. If he has been awarded the Silver Star will he be advanced to CWO W-2 in rank and pay on retirement? For pay purposes, when transferred to Fleet Reserve, must the time be counted as day by day or may credit for 22 years be obtained by serving 21 years and seven months?—J. T. R., EMC, USN.

• He will be advanced to the highest rank held on or before 30 Jun 1946 with retired pay based on the higher rank. However, he will not be eligible for combat advancement and will not be advanced to CWO W-2.

A fractional part of a year of six months or more may be counted as a full year in computing active service for transfer to the Fleet Reserve and for pay purposes.—Ed.

More on WO Retirement

SIR: There are several questions concerning temporary warrants I would like cleared up. Does the Warrant Officer Act of 1954 mean that a warrant officer appointed in 1950 or later can request retirement after 20 years' total service with retirement pay based on pay of the rank held at time of retirement? If there is a requirement that 10 years of service must be commissioned service, does W-1 time in rank count toward this 10 years? After the WO who is involuntarily reverted to his permanent enlisted rate completes 30 years of service, will he be retired with the highest rank held for pay purposes?—J. W. S., CHBOSN, USN.

• Under the Warrant Officer Act of 1954, any warrant officer may request retirement after 20 years' active service with retirement pay based on pay of rank held at the time of retirement. There is no requirement concerning the number of years of commissioned service. If he is involuntarily reverted to permanent enlisted status, upon completion of 30 years, he will be retired at highest rank held on 1 Jul 1946.—Ed.

Date Panay Was Sunk

SIR: In the December 1954 issue of ALL HANDS I found a mistake in a date in "Yesterday's Navy," on page 34. This article stated that the gunboat USS Panay (PR 5) was sunk 12 Dec 1937. However, I believe she sank in December 1934. The date you give had her afloat three years after she was actually sunk.—L. S., BUH2, USNR.

• You must have gotten your dates wrong. Panay's sinking was 12 Dec 1937. We checked again with the Naval History Division to verify the facts. This was in the critical period which preceded World War II.—Ed.

Which Courses Count for Promotion?

SIR: Although it will be quite sometime before I am required to take an examination for promotion there are a couple of questions I'd like answered before that time rolls around. First of all, as an enlisted man I completed several correspondence courses. Will these courses satisfy the promotion requirements or shall I take them over again now that I am a commissioned officer? If they do count, is there anything in my present jacket that proves that I took them?—J. A. J., ENS, USN.

• Any courses you completed in the grade immediately preceding your commissioning as ensign may still be used as exemptions in your promotion from LTJG to lieutenant. (courses are not required in promotion from ensign to LTJG). However, courses completed in any earlier pay grades other than that grade immediately preceding your appointment to ensign do not provide exemption for you in future promotions to lieutenant.

To insure that the courses you completed in enlisted grade are recorded in your officer jacket, you should forward a certified true copy of each completion letter to the Chief of Naval Personnel with a request that it be included in your jacket. You should keep the original letter to show to supervisory examining boards if necessary.—Ed.

Assistant to the Chaplain

SIR: Although I realize that a chaplain's assistant was a wartime rating, I'd like to know how I can become one.

There are many men in the Navy like myself who are licensed or ordained and who do not have the chance to obtain this rating. Why not start a school and give us a chance to work in our chosen field?

Since I have been ordained I feel that I am well suited to the work of Chaplain's assistant in the Navy. I would appreciate any information you can give me on this.—R. E. J., SN, USN.

• The chaplain's assistant rating has been temporarily discontinued due to the reduction of personnel in peace time.

However, chaplains do need personnel to help them in ships or stations. They try to find a man who can be spared from his particular job and who is: genuinely interested in religion; able to type and maintain files; able to meet unusual situations; musically inclined for playing a piano or organ and directing a choir; tolerant of people of different denominations, races and sexes and always willing to be helpful and sympathetic. Usually this man is a personnel man or yeoman although anyone desiring to help and able to meet the requirements might obtain the position.

You may contact your local chaplain to learn if there is an opening for this type work.—Ed.

Half-Masting Colors and Cockbilling the Yards

SIR: The letter on half-masting colors published in an earlier issue of ALL HANDS has raised a question here.

Article 2191, U. S. Navy Regulations states in the list of honors for civilian officials that honors will be observed by "all ships and stations of the naval establishment or in the vicinity." The next article states that honors for personnel in the naval service will be observed by "all ships present, not underway, and by naval stations in the vicinity."

When ex-Secretary of the Navy Curtis T. Wilbur (1924-1929) died recently, the announcing dispatch was addressed to all ships and stations of the naval establishment and stated that all ships and stations would half-mast colors for two days.

Was it correct to half-mast colors while underway?—F. W. B., QM2, USN.

• Ships underway should half-mast their colors under Article 2191 of "U. S. Navy Regulations," the statement "all ships and stations . . ." being your authority. Incidentally, Article 2191 is now being revised to conform to new rules for half-masting the national ensign which were set forth in a former Presidential proclamation.

You might also be interested in knowing that half-masting of colors in mourning is an outgrowth of the days of sail when yards were "cock-billed" and rigging was slacked off.

Although "cockbilling" was more common in the navies of Britain, France and Austria than in our own, there is evidence that at least one U. S. Navy ship followed the custom

as far back as the year 1826.

Mr. George Jones, a schoolmaster on board the frigate USS Constitution made the following entry in his journal for Thursday 25 Sept 1826:

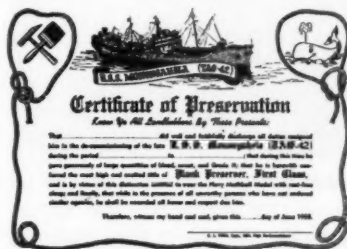
"Our flags have been at half-mast all day, and at noon, twenty-one guns were fired. This was for the late Ex-President Jefferson. After an interval of thirty minutes, the same number were given for his compatriot, John Adams, by a singular coincidence so closely associated with him in death as well as in life. At the first gun, each ship cockbilled its yards. I will explain the term as far as I am able. On common occasions, the yards are kept at right angles with the mast; and to a sailor's eye, nothing looks so slovenly as a different position; and nothing is noticed sooner, or sooner disgraces a ship. The slings, however, had not been loosened, and at the first gun, every yard was thrown into a slanting position so as to form an angle of about 70° with the horizon, the lower main yards inclining to starboard, the fore and mizzen to larboard; while the upper yard of each mast took a direction contrary to that of the lower ones."

Lovette, in his Naval Traditions, Customs and Usage, points out, however, that cockbilling the yards has no bearing upon the comment of a lady visiting a man-of-war back in the days of sail, when she remarked, "Captain, I think that you have the most beautiful ship in port, for all your rigging hangs in such beautiful festoons, and it is so graceful to see rope ends waving in the breeze."—Ed.

Monongahela Turned Out to Pasture

SIR: You can have your certificates for Polar Bears, Penguins, Plank Owners and Pea Shooters — we have come up with our own "Certificate of Preservation" for crewmembers assigned to the decommissioning detail of USS Monongahela (TAO 42) and we think it's something special. Navymen who took part in the decommissioning received this certificate and are entitled to wear the Navy Mothball Medal with rust-free clasp. — K.L.V., CAPT, USN.

• Herewith is a picture of your certi-



ficate, a worthy award for all "Plank Preservers, First Class" who took part in decommissioning Monongahela. However, even our crystal ball has failed to identify your "Navy Mothball Medal" — could be you are trying to pull the moth-proofed wool over our eyes?—Ed.

Small Stores Undershirts

SIR: Regulations state that undershirts should be made out of white cotton material of the type issued by the supply officer. I purchased two different types from small stores, one with a large neck border and the other with a small neck border. The only difference I can see is that one looks better, is a better cotton material and costs more.

What is a regulation undershirt? — W.K.W., PNI USN.

• The specification for small stores undershirts has changed recently. The new undershirt has a wider ribbed knit collar, looks and wears better. Either type is regulation but all future undershirts will be in the new style only.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1309, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **LCI(L) Flotilla 24**—World War II members will hold their third reunion on the 9th, 10th and 11th of September at Glen-Vere Resort, 7320 Wooster Pike, U. S. Route 50, Cincinnati, Ohio. For further information and reservations, contact John R. Powers, 300 Lytle St., Cincinnati, Ohio.

• **uss Trego (AKA 78)**—A reunion will be held at the Commodore Hotel, New York City, N. Y., on the 25th, 26th and 27th of November this year. For further information, write to M. A. Garner, Route 4, Box 87-G, Greenwood, S. C., or T. J. Robinson, 2800 Bainbridge Ave., Bronx 58, N. Y.

• **Fifth Naval District Shore Patrol**—World War II Permanent Shore Patrol veterans of the Fifth Naval District will hold their seventh annual reunion at Virginia Beach, Va., on the 25th and 26th of August. For more

details, contact Johnny Jones, 406 Westmont Ave., Norfolk 3, Va.

• **USNRTC Santa Cruz, Calif.**—A reunion is planned for all stationkeepers who served at USNRTC Santa Cruz from 1948 through 1955. The tentative date is 10 August. For further information, write to R. E. Flynn, P.O. Box 888, Reno, Nevada.

• **uss Cherokee (ATF 66)**—A reunion is being planned for all men who served in this ship, with time and place to be designated. Contact Kelsey G. Dunn, 419 Dean St., Waverly, Ohio, for information.

• **uss Mullany (DD 528)**—All men who served in this ship and who are interested in a reunion, with time and place to be designated by mutual agreement, are invited to contact David Keller, 276 East Houston St., New York, N. Y.

• **Torpedo Squadron 47**—A reunion for all pilots and officers of VT 47 is planned for the 3rd, 4th and 5th of September at Chicago, Ill. For information, contact P. K. Seidman, 1305 Farnsworth Building, Memphis, Tenn., or J. Schmidt, 834 Bellwood Ave., Bellwood, Ill.

Chance to Compete for ENC

SIR: According to BuPers Notice 1418, examinations for some of the chief and first class petty officer rates are not to be held. Since I was told that everyone had an equal opportunity to advance if they met all the qualifications, it seems to me a man should be given the chance to try for advancement so that he may be put on a waiting list in case there is an opening in his rating.—W. A. T., EN1, USN.

• *Because of the number of personnel on board in the ENC rate, in relation to personnel requirements, it was necessary to suspend the ENC examinations temporarily. It is noted that the CPO advancement list includes 57 men in the rates for which no examination was held in February 1955. Seven of these men were advanced to ENC. These personnel were selected for advancement based on their final multiple standing after the February 1954 examinations.*

The next exams for advancement to ENC will be in February 1956.—Ed.

Future of Journalist Rating

SIR: I have heard rumors that the Bureau is considering consolidating two or more ratings and that the journalist rating may be abolished. Is this true?—J.D.T., JOC, USN.

• *A permanent board has been set up to study the enlisted rating structure and insure that it meets the needs of the Navy which would include a revision*

of ratings as is found necessary.

The journalist rating is one of many now before the board, and it is expected that a comprehensive study of this rating will be made in fiscal year 1956. If any action concerning journalists is recommended by the board, such recommendations will be made only after detailed studies are complete and appropriate witnesses appear before the board. Recommendations must be approved by the Chief of Naval Personnel and Secretary of the Navy.—Ed.



TAKING HIS TURN as steersman on board USS Aldebaran (AF 10) on high seas is Richard D. Faile, SN, USN.

'Green Hornet' Carried Doolittle

SIR: In reading the April copy of ALL HANDS, I noted that on page 34, "Yesterday's Navy" mention is made of **uss Hornet (CV-12)** as being the carrier that carried General Doolittle's raiders that bombed Tokyo on 18 April 1942.

You will find by checking the records that the (CV-12) was not in commission at that time. The ship actually was **uss Hornet (CV-8)** often called by the crew "The Green Hornet." As a member of that crew, I believe the rest of the survivors of the ship would appreciate having the error corrected.—R. O., LCDR, USN.

• *It is alertness on the part of readers like you that keeps ALL HANDS' staff on their toes and, in the end, results in a better and more accurate publication.*—Ed.

Where Faribault Got Her Name

SIR: Can you tell me where **uss Faribault (AK 179)** got her name? I would appreciate all information on the naming of this ship.—R. G. H., HM3, USN.

• *Cargo ships (AK) and attack cargo ships (AKA) are normally assigned names of astronomical bodies and names of counties in the United States. In accordance with this rule, AK 179 was named for Faribault County in the state of Minnesota. For your information, although Faribault (the county) is located about 700 miles from the nearest ocean, it is part of Minnesota's vast lake country and, therefore, no stranger to sailing craft.*

The selection of county names is made primarily on the basis of "suitability" of the name, rather than the historical or contemporary importance of the county, however. When a county name is assigned, it represents all the counties of that name in all states. For further information on how ships get their names, see the article in the May 1953 issue of ALL HANDS, page 30, which goes into detail on the naming of all types of ships.—Ed.

Permanent Appointments for CPOs

SIR: I am a CPO with an acting appointment as of 16 Jun 1952. I once held a permanent appointment but have a break in service. Do you have any information if or when CPO (AA)s will be able to drop the (AA)?—H. D. D., MMCA, USN.

• *As stated in BuPers Inst. 1430.7A, permanent appointments have not been issued to personnel advanced to pay grade E7 since 31 Dec. 1950. However, there is a study in progress at the Bureau of Naval Personnel concerning the issuance of permanent appointments to chief petty officers appointed since 1 Jan 1951. Your permanent appointment issued during an earlier enlistment under broken service conditions has no bearing upon your eligibility.*—Ed.

Amateur Radio Equipment

Sir: I am interested in obtaining information about the procurement, by individuals or organized groups of surplus and surveyed electronic components for use in constructing amateur radio equipment.

OpNav Inst. 2070.2C states, in part: "... Use of surveyed, obsolete, and surplus electronic equipment as a source of electronic components for use in the building of amateur radio equipment is encouraged." But it further states: "Transfer of ownership from the Navy to the individual or group concerned is not authorized by this instruction."

Since the incorporation of a component of surplus or conveyed equipment may involve considerable effort and planning. It would not normally be reasonable to make use of such components unless some arrangement could be made to obtain them on a more or less permanent basis. Is such an arrangement possible, and on what authority? Also, under what conditions may excess property and/or surplus property be purchased by individuals on active duty?—W. G. L., CTCA, USN.

• The Bureau of Supplies and Accounts will permit any authorized selling activity to make direct negotiated sales to any particular hobby shop or welfare and recreation unit of any surveyed, obsolete and surplus electronics equipment. Therefore, any naval personnel may procure electronic equipment for use in building amateur radio equipment from the hobby shop or the welfare recreation unit. Naval Reserve personnel not on active duty would be required to purchase electronic equipment by competitive sealed bid sale through any one of the authorized selling activities. In your case, the selling activities nearest your home are New York Naval Shipyard, Brooklyn, N. Y.;

Bark Rigged or Ship Rigged?

Sir: In the preface of the book supplement "Sounding the Pacific—1872" in the February 1955 issue, it is stated that *Tuscarora* is bark rigged. However, the picture of this vessel clearly shows her to be ship rigged. Perhaps she was rigged after this picture was taken?—A. B., LTJG, USNR.

Sir: You have no doubt received many letters concerning this, but here's my comment also. The article on "Sounding the Pacific—1872" shows a picture of *uss Tuscarora* as a full rigged ship, i.e., all three masts square rigged.

In the italics below the picture it says: "a wooden screw sloop, third rate, bark rigged on 997 tons." Since a bark is fore and aft rigged on the after or mizzenmast, *Tuscarora* must have been rigged some time between her launching and when the picture was taken, or you have inserted some

other ship's picture in her place. What's the story?—G. W. S., LCDR, USNR.

• The story is that not only do our readers have sharp eyes but they also see what they look at. They also know their sailing vessels.

The original caption which accompanied the original photograph reproduced on page 59 in the February 1955 issue of *ALL HANDS* identifies the vessel as *uss Tuscarora*, but fails to state the year in which the photograph was taken.

The ship's history of *Tuscarora* states that she was originally designed as stated in *ALL HANDS*—bark rigged, but it also mentions that she was placed in and out of commission several times during her career. The alteration undoubtedly took place on one of these occasions.—Ed.

Naval Supply Depot, Bayonne, N. J.; and U. S. Naval Supply Activities, Brooklyn, N. Y.

Under no circumstances are naval personnel, military or civilian or their immediate families, authorized to purchase any surplus material direct from the Navy.—Ed.

Advancement for CS Rating

Sir: I would like some information concerning the commissaryman rating. I made CS2 in 1951 and have been trying to advance to first class since then. I have taken the Fleet-wide competitive examination five times and passed every time. I realize the necessity for Fleet competition, but I also realize I am not bettering myself. I have 10 years in now and plan to stay for twenty, but with the rate now frozen until further notice,

my future doesn't look too bright. Could you shed some light on this for me and my fellow shipmates?—H. L. D., CS2, USN.

• The situation isn't as bad as it looks. Because of the large number of personnel on board as compared to the allowed number of commissarymen first class, the possibility of any advancements as a result of February exams was very small. Therefore no exams for CS1 were held in February 1955. Examinations will be held in August 1955 for PO1, PO2 and PO3 in all rates. Further, it is anticipated that normal attrition will create sufficient vacancies so that some advancements to CS1 can be made as a result of these August examinations. The number of advancements will probably be limited by quotas.—Ed.

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CARRONADE'S CREW RELAXES in new modern quarters. Below: Sailors enjoy a cup of "joe" in improved mess hall.



Crew Likes IFS's Good Looks

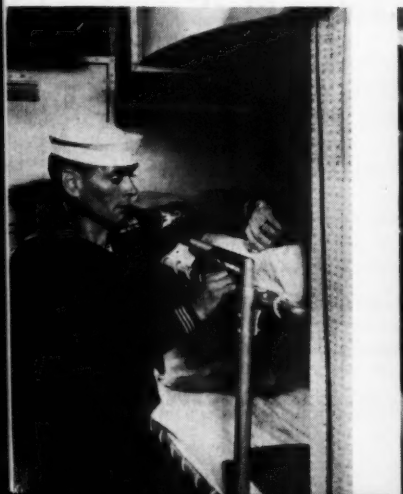
NAVYMEN of USS *Carronade* (IFS 1), a new type Navy ship into which the latest improvements in shipboard habitability have been built, enjoy conditions which are usually afforded only to carriers, battlewagons and shore stations.

Some of the new features employed in *Carronade* are: Panels and draperies which afford privacy around the bunks, fluorescent overhead lighting, television and tables for letter writing and games. Chairs and plastic topped tables which seat four men have been installed in the mess hall. The ship's "gedunk stand," located near the mess hall, contains the latest equipment with an ice cream machine and soda fountain.

These improved shipboard living conditions are all a part of the Navy's new habitability program.

Carronade is designed to replace the LSMR-type vessel that was used to provide close-in fire support to troops ashore during WW II.

BUNKS have more privacy with draperies. Right: Sailor inspects ice cream machine in ship's "gedunk stand."



How to Keep Your Uniform Shipshape

This is the second in a series of articles on the Navy uniform. For an account of the evolution of the Navyman's outfit and the traditions behind it, see ALL HANDS, June 1955, p. 28. This article deals with the care and marking of the uniform. Forthcoming in this series is a report on folding and stowing of clothing and gear.

YOU SOMETIMES may forget, but you are a representative of the United States government. What you do and how you look reflects credit



upon yourself, your Navy, and your country. The same goes for every other Navyman. Your uniform is recognized world-wide as "United States Navy."

You have a good beginning in your uniform. The clothing and equipment you receive as Navy issue is made of high quality material and is the result of an exceptionally high standard of workmanship. With a



minimum of trouble on your part, you can keep it shipshape.

No doubt you received a briefing concerning the care of your uniform while you were at boot camp, but just in case that period is some time behind you, you'll find in these pages a few tips you may have forgotten.

One of the best guides is *Uniform Regulations*. Here's an informal abstract of what that publication has to say concerning your uniform and appearance:

- Uniforms must be kept scrupulously clean with devices and insignia bright and free from tarnish and corrosion.

- Hats and caps are worn squarely on the head, bottom edge horizontal.

- Keep your face clean shaven and if you wear a mustache and/or beard (subject to command regula-



tions), keep them short and neatly trimmed. No eccentricity in the manner of wearing mustaches and beards is permitted.

- Make sure your hair is close-trimmed. It may be clipped at the edges of the sides and back, but it should be so trimmed as to present an evenly graduated appearance. Your hair should not be longer than three inches.

- No articles, such as pencils,



pens, watch chains, fobs, pins, jewelry, handkerchiefs, combs, cigars, cigarettes, pipes, or similar items are permitted to be worn or carried exposed upon the uniform. This restriction does not apply to cuff links, tie clasps, and shirt studs. You may wear a wrist watch, identification bracelet and a ring if it is not conspicuous.

- *Uniform Regs* also has a few remarks concerning the appearance of women. Hair must be neatly arranged. The back of the hair may touch but may not fall below the collar. Side hair must be trimmed or



arranged to show a fairly close contour. The hair should not show under the front brim of the hat. Cosmetics, if used, must be conservative and in good taste. No pencils, pens, pins, handkerchiefs, or jewelry may

be worn or carried exposed upon the Wave's uniform. Earrings, hair ribbons, and other hair ornaments are not permitted. Women may wear a wrist watch, an identification bracelet and inconspicuous rings.

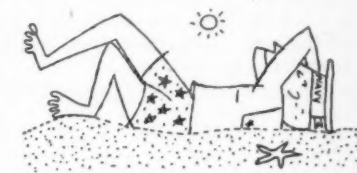
- Naval personnel are expected to provide themselves with an adequate supply of the correct uniforms and are forbidden to possess or wear any other than the regulation uniform or insignia of their respective rank, corps, or rating, or to wear decorations, medals, badges, or their rib-



bons if not prescribed by regulations.

- All wearing apparel and insignia you obtain through the Navy clothing supply system are considered regulation. Clothing and insignia from other than official sources must conform in pattern, appearance and quality to those you obtain from naval sources.

- You may not transfer or exchange your uniforms without the



authority of the commanding officer.

- Regulations provide that, unless directed otherwise, when on leave or liberty you may wear civilian clothing within the Western Hemisphere (including Greenland), and in United States possessions outside the Western Hemisphere.

- When on leave and traveling in a foreign country you should normally wear civilian clothes. Dress and personal appearance should be appropriate to the occasion so as not to bring discredit upon the Navy.

- You are not authorized to wear any part of your uniform at the same time you wear civilian clothes, except articles such as raincoats, shoes, socks, gloves, linen and underwear,

HOW TO KEEP YOUR UNIFORM SHIPSHAPE (Cont.)



which do not present a distinctive naval appearance.

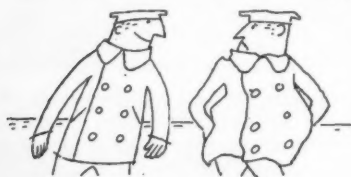
• You are not permitted to have civilian clothing in your possession aboard ship but you may have such clothing on hand at naval activities ashore when authorized by your commanding officer and if stowage space



is available. You may wear civilian clothes to and from shore activities when authorized by your commanding officer.

The best uniform in the world will give good service only if you give it proper care and maintenance. No matter how well fitting a uniform is when new, especially the coat, it will not continue to look its best or keep its shape unless it is carefully put on and kept buttoned. If you carry large or heavy objects in the pockets, you will soon destroy their shape. If space is available, uniforms should be kept on hangers; or otherwise kept neatly folded and carefully stowed.

Here are a few miscellaneous hints



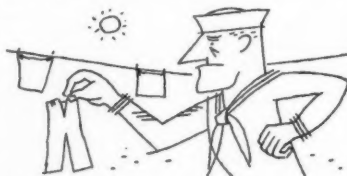
that will keep your uniform looking trim and smart:

Only a neutral soap should be used with fresh lukewarm water when washing woollens. If hard water is used, a little borax may be added to the water in order to soften it. When washing your blues, work up thick suds. The soap should be thoroughly dissolved in hot water, then added to cool water. You'll be happy to know that you shouldn't rub any more than necessary. Too much, and you'll spoil the finish. Rinse thoroughly until all

traces of the soap are gone. Use plenty of soap and water when washing, and plenty of water when rinsing. Don't use a washing machine for woollens if you can help it; if one is used, avoid low water levels that produce a pounding action, and wash with a minimum of rubbing or agitator action.

After washing, woollens should be centrifugally dried or squeezed gently to remove the surplus water (don't wring them out!) and then dried in the open air, weather permitting. If not, they may be dried below decks. After washing, colored garments should *not* be hung in the sun to dry. When this cannot be avoided, turn the garments inside out.

Pressing after laundering will greatly improve the appearance of



your blues or, for that matter, any garment. However, heat, friction, pressure, and soap produce felting. Felting, weave take-up, and elongation in the finishing process are the chief reasons for shrinkage. When laundering woollens avoid high temperature, friction, and pressure as much as possible. Never run woolen goods through a wringer or twist them to remove the excess of rinsing water before drying. When an extractor is not available, hang—or better, lay out—the wet garments to dry without wringing. After washing, napped goods can be rubbed with flannel to soften the surface.

The tape on collars and cuffs of jumpers can be cleaned (without washing the entire jumper) by scrubbing lightly with a toothbrush, using a neutral soap sparingly with slightly warm water.

Blue cloth trousers and jumpers should not be washed more frequently than necessary. Dry cleaning preserves the original finish and appearance of the garments. Particularly in

case of dress blue jumpers and trousers, it is recommended that, if possible, the garments be dry cleaned rather than washed in a laundering machine.

Never use chlorine bleaches on woolen garments or blankets. Even in diluted solutions it yellows and



weakens the wool fibers and in stronger solutions dissolves them completely.

A light singe mark should be rubbed vigorously with the flat side of a silver coin. It won't work, however, in the case of bad singes or scorches. Many singe marks can be removed by sponging with a 3 per cent solution of hydrogen peroxide and allowing to dry in direct sunlight. Don't use the hydrogen peroxide method on woolen or dyed fabrics.

To remove the shine from blue uniforms, steam the spot by laying a wet cloth over it and pressing with a hot iron and then rubbing it very gently with a piece of "00" sandpaper



or emery cloth. If possible, this should be done by a regular tailor. Sponging with a dilute (1:20) solution of ammonia before steaming is also recommended.

Here's a rundown on how to remove a wide variety of stains:

Rust, ink and fruit: Soak the stained part in a solution of oxalic acid or put some powdered oxalic acid or sodium or potassium acid oxalate on the stain previously moistened with water and rub with a piece of

white cotton or linen. The stain will dissolve and can be washed out with water.

Do not allow the oxalic acid solution to dry in the fabric as it will damage the material. Thoroughly rinse it immediately, preferably with warm water. Oxalic acid and its soluble salts are very poisonous and care should be taken in handling them.

Oil or grease: Place garment on table and put clean cloth, or other absorbent material, under stain and



apply carbon tetrachloride, petroleum benzene, benzol, or lighter fluid on stain and tamp it, driving oil and grease into the absorbent material. If stain is heavy, shift cloth to a clean place and flush with cleaning solvent.

To eliminate ring, saturate clean cloth with cleaning solvent and sponge lightly working from the center of stained area outward. **NOTE:** Carbon tetrachloride and many other solvents are highly poisonous. If they are used, instructions on the container should be carefully followed.

Paint: Paint stains, while still fresh, can be removed with turpentine. Old and hard paint stains are difficult to



remove and in such cases uniforms, if possible, should be sent to a reliable dry cleaner. A treatment for old paint stains is to apply turpentine and allow to stand for an hour. Then with teaspoon, or other blunt instrument, break up the stain and flush out as outlined in procedure for oil and grease. But it is much better to remove paint immediately while it is still fresh and will come out easily.

NOTE: Always use a tamping action when spotting fabrics. Even the most delicate weaves may be struck vigorously with a brush using a perpendicular action. Rubbing is likely

to leave a chafed area with later damage to color and weave.

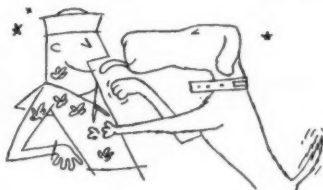
Paraffin and wax: Place blotting



paper over the spot and apply hot iron to the blotting paper. Continue this, using clean blotting paper, until the spot is removed.

Iodine: Iodine stains can be readily removed from white uniforms by applying a solution of "hypo" or sodium hyposulphite, used in photography, and then rinsing thoroughly with water.

Use "hypo" for white cotton only. Iodine may also be removed by using starch as prepared for laundry pur-



poses. A solution of ammonia may also be used.

Kerosene: Wash in a solution of warm, soapy water.

Mildew: If stain is recent, simply use cold water. Old mildew stains may be bleached provided the material is white cotton.

Food: Sponge the stain thoroughly with cold water. If a grease stain persists, dry thoroughly and then sponge with a little naphtha, carbon tetrachloride, benzene, or lighter fluid.

Blood: To remove dried blood, stains should first be brushed with dry brush to break up and remove as much as possible and then soaked in cold water for about an hour fol-



lowed by regular washing. If a slight trace of the stain remains, apply solution of ammonia. It's best to re-

move blood immediately with cold fresh water, before it dries.

To prevent moths, brush your clothes frequently, and then hang them outside in the sun. If your uniforms are to be put away for a long time and left undisturbed, thoroughly clean, then pack away in an airtight plastic bag, or with camphor balls, naphthalene, cedar wood, paradichlorobenzene, or sprayed with a solution containing DDT.

A clean cut in a serge or cloth uniform can be repaired by being re-



woven with threads drawn from the material in another part of the garment. This process is rather expensive, but a cut so repaired cannot be detected.

Cap devices and other embroidered metal insignia may be kept new and bright by scrubbing them occasionally with a toothbrush and ammonia water.

This should be done as soon as there are any signs of tarnishing or corrosion. If corrosion has been allowed to continue too long, the device cannot be restored to its original condition.

The gold part of officer and CPO



metal cap devices may be cleaned by washing with soap and water or by rubbing with any kind of polishing cloth. The sterling silver part can be cleaned with any silver polish.

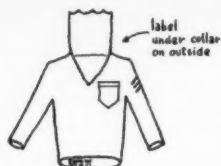
Gold lace will rapidly tarnish and deteriorate if in contact with or hung near any substance containing sulphur, such as rubber or ordinary manila and kraft wrapping paper.

If you follow the above pointers you'll get plenty of return in the way of appearance and long life from your uniform—the best known outfit throughout the world today.



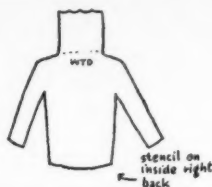
DUNGAREE JUMPER- (Optional)

Requires two markings. Stencil name and service number on the inside of hem at the right of the center line of the back. Stencil last name only, on the wearer's left front on a line with the second button from the top. Use white ink.



BLUE JUMPER

Requires two markings. Stencil name and service number on the inside of hem at the right of the center line of the back. Mark garment label under collar with indelible ink.



WHITE JUMPER

Requires two markings. Stencil name and service number on the inside of hem at the right of the center line of the back. Initials only to be stenciled about 3" below collar seam on the outside.



CHAMBRAY SHIRTS

Require two markings. Stencil name and service number on the outside center of the back 6" below shoulders. Stencil last name only on outside left front, 1" above pocket. Use black ink.

PEACOAT

Requires three markings. Stencil name and service number on the inside bag lining and on both sides of slit of tail 3" from and parallel to bottom. Print name and service number on garment label below right inside breast pocket.



WHITE HAT

Stencil name on the outside of the brim, when brim is turned down, sufficiently close to crown so that marking will not show when brim is turned up. Stencil on back over diagonal seam of brim.



BLUE CAP

Stencil name on the inside of the sweatband.



WATCH CAP

Print name and service number on a label on the inside 1/2" from bottom.



BELTS

Stencil name only, on inside of belt next to the buckle.



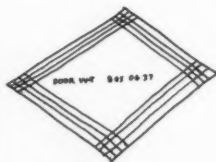
GLOVES

Stencil initials only, on inside near the top.



NECKERCHIEF

Stencil name and service number diagonally across the center on one side only.



SHOES

Stencil initials only, on the inside at the top on the sides.

RUBBER OVERSHOES

Stencil initials only, on the inside at the top on the sides.



SOCKS

Stencil initials only on leg across the top.



HOW TO MARK YOUR NAVY GEAR



Pride in your possession! Taking proper time if your "gear add" ends up in the lack of ownership markings. Navy uniforms and accessories must be lightly marked with a particular way and in a particular place.

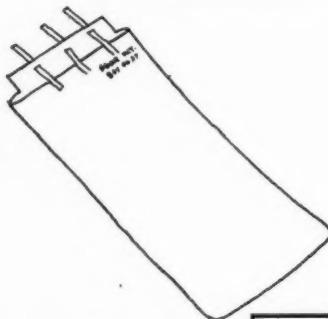
All markings are to be made with a stenciled letter 1/2" high, if available, other with a 3/4" letter. The stencil is cut with the last name first, followed by your initials. Your service number goes directly under your name. If garment labels are provided, PRINT your name and service number on them with indelible ink.

DOOR W.T. 805 06 37

Use white marking fluid or all blue cloth gear. There is one exception—mark your marking fluid. Save your stencil to mark.

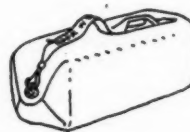
MATTRESS COVERS

Require two markings. Stencil name and service number at right corners, 4" from the open end on both sides.

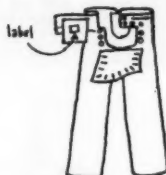
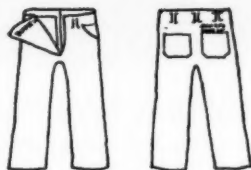


SEABAG

Requires three markings. Stencil name along the carrying strap on the outer side. Stencil name and service number in the opposite side from the carrying strap, running around the bag about one foot from the top. Stencil name and service number across the bottom (horizontally) when carrying strap is at top.



AT
three markings. Sten-
and service number
side back lining and
sides of slit of tail 3"
parallel to bottom.
ne and service number
ent label below right
east pocket.



DUNGAREE TROUSERS

Require two markings. Stencil name and service number on the waistband on the inside front at the right of the fly. Stencil name and service number above the right hip pocket on the outside. Use white ink.

BLUE TROUSERS

(Button-front type.) Print name and service number on a label on the outside surface of the wearer's right-hand pocket inside waistband.

BLUE TROUSERS

(Zipper-front type.) Print name and service number on a label on the outer surface of the back pocket piece.

WHITE TROUSERS

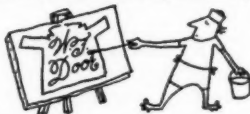
Require two markings. Stencil name and service number on the waistband on the inside front to the wearer's right of the fly. Stencil initials only on the underside of the pocket flap.



YOUR NAVY UNIFORM

sessional Taking proper care of your uniform will be a waste of
adit' ends up in the Lucky Bag or is lost in the laundry for
markings. Navy uniform regulations state that all articles of clothing
ust be lightly marked with the owner's name and service number, in
nd in a particular place.

high, if available, otherwise
rst, followed by your initials.
ament labels are provided,
elible ink.



fluid on all blue clothing and black marking fluid on all white
one exception—mark your chambray dungaree shirt with black
ve your stencil to mark new clothing or to restencil faded markings.

DRAWERS

Stencil name and service number on the outside of the right half of the waistband.



UNDERSHIRTS

Require two markings. Stencil name and service number on the outside of the front, 1" from the bottom of the shirt at the right of the center. Stencil name and service number at the upper center of the back, on the outside 3" below the neck.



BLANKETS

Require only one marking. Stencil name and service number at right top corner. Stencil one side only, 4" down from and parallel to the finished edge.



TOWELS

Require four markings. Stencil name and service number on hem, parallel to edge on corners as shown. Stencil both sides of towel.

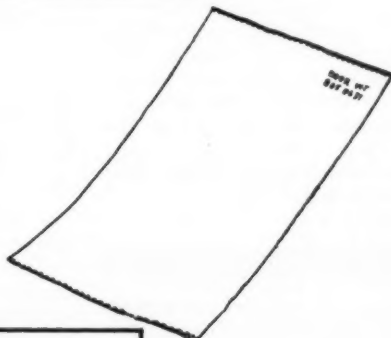
PILLOW COVERS

Require two markings. Stencil name and service number at right corner of the open end, parallel to and on hem. Stencil once on each side.

PILLOW

Requires one marking. Stencil name and service number on one corner 4" from the end and parallel to edge.

markings. Stencil name along
p on the outer side. Stencil
number in the opposite side
strap, running around the bag
from the top. Stencil name
number across the bottom (hor-
carrying strap is at top.



RAINCOAT

Stencil name and service number inside on lining, about 3" below collar seam.



SWIM TRUNKS

Stencil name and service number inside on hem at right center of back.



initials only on leg
the top.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



DESTROYER USS Agerholm (DD 826) 'surfaces' in rough seas to make highline transfer to carrier USS Yorktown (CVA 10). Ships were operating in Far East.

Dependents Flock to Five Cities

Norfolk, Va., is tops in the number of Navy dependents living within a 50-mile radius of the station. San Diego, Calif., is a close second in dependent housing, according to a recent survey made by the Department of Defense.

A total of 56,975 dependents were in the Norfolk area when the survey was made in contrast to 51,344 in the San Diego area.

It has also been revealed that there are a total of 632,141 dependents of Navymen throughout the world. This means that more than nine per cent of the dependents are located in one 50-mile area around Norfolk, lending strength to Norfolk's claim as the "Capital of the Navy."

California had three cities in the top five, from the standpoint of dependent housing, with San Francisco listing a total of 30,738 dependents in the area and Long Beach reporting 23,572. Fifth place went to Newport, R. I., with 22,200.

Salt Cellar Packs 'Em In

"Salt Cellar" has been selected as the winning name of the NAS Oceana EM Club, Virginia Beach, Va.

M. L. Russell, GF1, USN, who has been in the Navy 11 years, is credited with selecting the most suitable name for the club. After considerable thought, and two previous entries, "Salt Cellar" seemed good enough for a third try for first prize—and "Salt Cellar" it is.

YESTERDAY'S NAVY



On 6-7 Aug 1943 a task group of U.S. destroyers sank three out of four hostile destroyers intercepted in Vella Gulf. On 9 Aug 1942 U.S. Marines captured a Japanese airstrip under construction on Lunga Point, Guadalcanal, and immediately began filling bomb craters so that U.S. fighter planes could use the field. This field was later named Henderson Field in honor of Major L. R. Henderson, USMC, a flyer lost at the Battle of Midway. On 15 Aug 1943 U.S. amphibious forces landed 4600 troops on Vella Lavella without ground opposition at the beaches.

News of Navy Ships

Some of the terms which apply to Navy personnel—like recruit, say, or Fleet Reserve—might also apply to ships. Thus a couple of "new recruits" would be *uss Seawolf*, second member of the nuclear submarine fleet, and *uss Carronade*, which is pretty much a new breed of seafarer. You might add *uss Crevalle* to the "Fleet Reserve" roster. Finding a convenient term for *uss Yorktown* is something of a problem, however, unless you list her as "on TAD at Bremerton."

What this piece boils down to, of course, is a rundown on ship commissionings, recommissionings, decommissionings and modifications. Like this:

• *uss Carronade* (IFS 1), a new type of Navy ship, has been commissioned at the Naval Shipyard in Bremerton. *Carronade's* duties will be similar to those of the LSMR—to steam in close to shore, say, and let fly with a barrage of power-packed rockets. The new amphibious warfare vessel got her name from an old naval gun developed in Scotland about 1750. Effective short-range weapons, carronades were used by the British in action against the American colonies during the Revolution. *Carronade*, like other ships of the "new look" Navy, makes generous use of habitability features in her living spaces. Once her acceptance trials and outfitting are completed, *Carronade* will be assigned to the Pacific Amphibious Force at San Diego. (More on *Carronade* on page 28.)

• *uss Seawolf* (SSN 575), fraternal twin of historic *Nautilus* (see ALL HANDS, April 1955, p. 28), has been launched at Groton, Conn. *Seawolf* is the third Navy submarine to bear that name. The first was authorized in 1909, but her name was changed to H-1 two years before she was commissioned. The second *Seawolf* (SS 197) received her commission pennant in December 1939. She is credited with one of the best records for fleet submarines made during World War II. Covering practically all Pa-

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AUGUST

cific shipping routes, *Seawolf* made 15 war patrols and sank a great number of enemy vessels including several men-of-war.

• **USS *Yorktown*** (CVA 10), the "Fighting Lady," has entered Puget Sound Naval Shipyard for a modernization job which will include a "hurricane bow," angled deck and "habitable" living quarters. *Yorktown* is expected to return to the line sometime in 1956.

• **USS *Chambers*** (DER 391). *Chambers* has served both as a Navy and Coast Guard vessel. She was built originally as a DE, and operated as such during World War II. Put in mothballs in April 1946, *Chambers* was recommissioned as WDE 491 in June 1952 and served as a Coast Guard weather vessel until July 1954, when she was again decommissioned. Her June recommissioning at Philadelphia followed installation of various habitability features, in addition to the gear which makes her a virtual floating radar set.

• **USS *Crevalle*** (SS 291) is being mothballed at New London, Conn., for the second time since she was commissioned in June 1943. The *Balao* class submarine was first placed in reserve in January 1947, but was reactivated in September 1951. During the later stages of World War II, *Crevalle* operated in the Southwest Pacific area, and is credited with sinking a 16,800-ton converted Japanese tanker.

• **USS *Glacier*** (AGB 4), 310-foot prototype for future icebreakers, has been commissioned in Pascagoula, Miss., the spot where she was launched last August. The powerful new cold-weather specialist is already scheduled for some choice duty as flagship of Task Force 43, unit designation for the Navy's "Expedition Deep Freeze" to the Antarctic.

Half of the Grads Go NavCad

There's something about the NavCad program which attracts graduates of the Perkinson Junior College, Miss. Nineteen men, who represent 40 to 50 per cent of the eligible men of their class, have applied for NavCad Training at NAS New Orleans.

This is the largest percentage of any college in the area covered by NAS New Orleans, if not the whole Naval Air Reserve Training Command of 28 Naval Air Stations.

With five former graduates now

ADM Burke Succeeds ADM Carney as CNO

Admiral Arleigh A. Burke, USN, takes over his duties as Chief of Naval Operations this month, as successor to Admiral Robert B. Carney, USN.

ADM Carney, who succeeded Admiral William N. Fichteler, USN, in August 1953, has announced that he will retire after a career of 43 years of naval service. A graduate of the Naval Academy in 1916, he was head of the Third Fleet during World War II and later commanded the armies, air forces and navies of NATO's southern flank.

A 1923 graduate of the Naval Academy, ADM Burke became known as "31-knot Burke" because of the high speeds he demanded, on occasion, of the destroyer squad-



Admiral Carney Admiral Burke

rons under his command. One of them, Destroyer Squadron 23, covered the first landings on Bougainville in 1943, and then went on to participate in 22 separate engagements with the enemy in the following three months. Immediately before assuming the position of CNO, ADM Burke was Commander, Destroyer Force, Atlantic Fleet.

undergoing naval flight training, Perkinson stands far in the lead among colleges of its size for bringing the advantages of service training to its students. While it may be a record for naval interest shown by junior colleges Perkinson considers the high enrollment to be a normal indication of students' interest in furthering their careers.

Navy Sons Graduate at USNA

More than 100 midshipmen of the 740-man first class at the U.S. Naval Academy who graduated on 3 June, are sons of active, retired or Reserve members of the armed forces.

Of these, 83 are sons of naval personnel; six are Marine Corps "juniors"; four have Air Force and 10 have Army fathers. Three midshipmen are sons of Coast Guardsmen.

Approximately one-third of the graduating class served with Regular or Reserve components of the armed forces before entering the Naval Academy.

Navy commissions went to about 496 members of the graduating class. About 181 midshipmen received Air Force appointments, while the Marine Corps received some 59 members.

Two foreign midshipmen completing training at the Naval Academy this June will be graduated with Bachelor of Science degrees. The two foreign nationals are from Cuba and Venezuela.

Sponsors for Hawaii Air Scouts

Air Transport Squadron 21, based at NAS Barber's Point, is sponsoring Air Explorer Scout Squadron 123, the only squadron of its kind in the area of the Honolulu Boy Scouts of America Council. Members are 14 to 17 years old and are enthusiasts of all phases of aviation. They are given every opportunity to inspect and study aircraft and equipment.

The VR 12 sponsors are planning to recruit new members and organize events which will include air, sea, and ground tours plus encampments, training films, lectures, and recreational outings.

Air Transport Squadron 21 operates the R6D (DC6) type transport.

'Mighty Mites' Get Med Duty

There's something new in the Mediterranean. To be more explicit there is a division of 165-foot, wooden-hulled mine sweepers now operating with the Sixth Fleet.

The "Mighty Mites" of the Atlantic Fleet Mine Force, *uss Bold* (MSO 424), *Aggressive* (MSO 422), *Bulwark* (MSO 425) and *Exploit* (MSO 440) are the first of their type to cross the Atlantic for duty in the Mediterranean.

While the MSOs are small, they now rate some of the most comfortable shipboard living quarters in the Navy today. A modernization program has laid special emphasis on improving living spaces and messing facilities aboard the ships.

TODAY'S NAVY

Braille Is His Hobby

Navy men throughout the Fleet are always quick to lend a helping hand to someone in need of assistance. One of these sea-going "envoys of good will" is James Hahn, SKSN, USN, who spends his off-duty hours in *uss Sanborn* (APA 193) translating books and articles into Braille for the blind.

He first became interested in his worth-while hobby back in 1948 when he was a senior in high school. A friend of his was translating material into Braille for a blind friend. Hahn was so impressed that he decided to devote his spare time helping the blind. Within a year he had recruited 15 buddies and between them they translated 20 books and innumerable pamphlets. That year he received the "Scout of the Year" award in Philadelphia where he lived.

After he entered the Navy in 1952

Hahn continued his work. Hahn feels that this is one of the most rewarding hobbies a man can have. And proof of this is found in the many letters and cards he receives from the people who have read his translations.

Mess Hall Morale

Realizing that a little bit of home means a lot to men stationed in foreign lands, the Navy men at U.S. Naval Station Sangley Point, Philippine Islands, have brought a "state-side atmosphere" to their enlisted men's mess hall.

Last year, the station commissary officer, Marcus A. DesChane, CHPC-CLK, USN, submitted a recommendation to the Sangley Point Joint Recreation Council which called for the improvement of the interior of the EM mess by reproducing scenes from home on the bulkheads.

As soon as the recommendation was approved, Vitaliano V. Vallar, SD2, USN, a Navy steward with collateral duties as an artist, was called upon to paint the more than 30 murals that now adorn the bulkheads of the main mess hall.

Now, in their newly painted mess hall, Navy men at Sangley unanimously agree that the murals have been a mealtime morale booster — especially the reproduction of the Golden Gate Bridge over the main archway.

—J. T. Costello, JOSN, USN

Adoption Papers for CVE

There aren't many ships in the Navy today that haven't at one time or another "adopted" certain children or charities, bestowing gifts and in general keeping them under a watchful eye. Now the tables have turned, for Cub Scout Pack 84 of Lynwood, Calif., has adopted *uss Point Cruz* (CVE 119).

During the remainder of this year the cubs will send books, magazines, letters and candy to the carrier's crew.

When word of the "adoption proceedings" reached the ship, the men of the carrier invited the scouts to visit the ship and gave them the grand tour, complete with ice cream and cookies in the crew's mess.

Before departing, the Cubs presented the commanding officer of *Point Cruz* with a plaque signifying their loyalty to their project.

Aviation Safety Award

Fighter Squadron 114, after completing a tour of duty with Task Force 77 in Far East areas, was presented with the 1954 ComAirPac Aviation Safety Award on board *uss Kearsarge* (CVA 33) for outstanding carrier squadron operations with the Pacific Fleet. Fighter Squadron 114 flew a total of 4010 hours in 1954.

The citation read in part: "This outstanding record was realized through sound maintenance and training procedure under the supervision of responsible officers and petty officers."

During the past year of carrier operations, the squadron has flown from the deck of *Kearsarge* in the waters of Hawaii, California, Japan, Philippines, Formosa, and the China Sea.

A perpetual trophy engraved with the squadron's number will be kept on display at NAS San Diego, Calif.

Greek City Aided After Quake Is U.S. Sailors' 'Hometown'

One member of the crew of the Sixth Fleet's *uss Albany* (CA 123) had a more than academic interest in the vessel's destination as she sped from Leghorn, Italy, to the earthquake-stricken city of Volos, Greece.

Themis Stamus, SN, USN, of *Albany*, had been a resident of Volos before joining the U. S. Navy and, as a result, was deeply concerned over the safety of his family and friends. Because it was his "hometown," Stamus was selected to present the check for \$3000 collected by *Albany's* crew toward reconstruction of the town's Children's Asylum, destroyed by the quake.

An impromptu party held aboard *Albany* for the orphans was additionally lightened for Stamus by the news that his family had survived the earthquake without injury.



ALBANY sailor whose hometown is Volos greets mother and family whom he found safe after the quake.

Official reason for the trip was delivery of 500 tents supplied by the U. S. Army to aid the homeless residents of Volos.



SKIPPER OF *USS Albany* (CA 123), CAPT J. F. Davidson, USN, is thanked for delivery of funds and tents for quake victims by Army Gen. Messinopanos.

Rifle a

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Rifle and Pistol Championships

The Navy has again been invited to send teams and individuals to the National Rifle and Pistol Championships to be held at Camp Perry, Ohio, from 20 Aug through 10 Sep 1955. These teams will be in addition to the U.S. Navy team selected from All-Navy championships. If your ship or station has a good rifle and pistol team, or there's a man aboard who's a crack shot, they may be entered by your C.O.

To be eligible to participate, you must have done one of the following: (a) have previously fired in National Matches, (b) hold NRA master rating, (c) have previously won place medals in NRA Regional Matches or in the U.S. Navy Conference or Fleet Matches; or (d) be able to equal the following scores:

- **Pistol** — .45 caliber automatic, service ammunition, National Match course 245; or Navy Expert Course E 350.

- **Smallbore Rifle** — metallic sights — Dewar Course 370.

- **High Power Rifle** — Service rifle — National Trophy Rifle Course 220; or Navy Expert Course B 320.

All officers and enlisted men on active duty for more than 90 days are eligible to participate in these matches.

Commanding officers have been authorized to issue temporary additional duty orders to qualified officers and enlisted men at no expense to the government.

Entries for the National Rifle Association Matches close 8 Aug 1955 for smallbore; 21 Aug 1955 for high power rifle; and 22 Aug 1955 for pistol. Entries for these matches may be made at Camp Perry, Ohio.

Programs for the NRA portion of the matches may be obtained from the National Rifle Association, 1600 Rhode Island Ave., Washington, D.C. Details on Navy participation in these matches are contained in BuPers Notice 1710.

Game Takes 32 Innings

Two Guam Navy softball teams set an island, and possibly a Navy, record as they battled through 32 innings of a league game. The Naval Station Dodgers finally tallied a run in the 32nd frame to defeat the Naval Air Station Flyers, 3-2.

The marathon contest began at 1830 on one day and ended at 0045 the next morning.

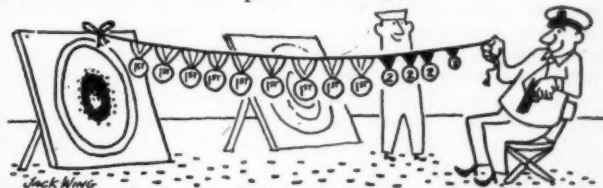
CHIEF MACHINIST Offutt Pinion, USN, is developing a habit everyone should cultivate — the habit of winning. Whenever the sharpshooting Pinion takes pistol in hand to fire in competition, he's almost a lead-pipe cinch to come away with some of the top honors.

His latest victories came in the Ninth Annual Stemmer Run, Md., pistol matches. After the last shots had been fired and the smoke cleared away, Pinion had won nine first place medals, three second place medals and one third place

game with a 219 score and a new high series with a 595 total pinfall. The team also scored the high series with 2793 for an average of 186.2.

★ ★ ★

The CinCNELM staff basketball team was awarded the Herbert Navy Trophy for winning the basketball championship of Great Britain. The Blue-jackets captured the trophy when they went through undefeated in the British National Open Basketball Tournament in London.



medal. Not bad, considering there were only 13 events scheduled in the match. And out of a possible total score of 2100, Pinion had an aggregate of 2029.

★ ★ ★

The crew of *uss Manchester* (CL 83) think that the record of their basketball team tops that of any other vessel. At last report, the Pacific Fleet cruiser had won 73 of her last 80 games.

This year, the ship's hoopers also added two more trophies to their already overflowing trophy case: The Mare Island Christmas Invitational Tournament and the Mare Island Winter League championship.

★ ★ ★

Another cruiser, *uss Bremerton* (CA 130), meantime, just about had a monopoly on Mare Island bowling as they captured the Mare Island Intramural Bowling League title and members took all but one of the individual honors. Paul Pettigrew, SN, USN, set a high singles

Over in Heidelberg, Germany, the Commander Naval Forces Germany officers' bowling team won the championship in the Sportsman's Bowling League.

The odds were 9-1 that a Navy team wouldn't win the title, since the ComNavGef bowlers were the only sea service team in the league.

★ ★ ★

The Seattle, Wash., Naval Station Waves basketball team won the Officials' Award at the 1955 Washington State Women's basketball tournament. This trophy, symbolic of "The Ideal of Women in Sports," was awarded to a service team for the first time.

Besides this trophy, two team members of the Wave sextet gained individual honors. Ensign Elizabeth Barrett, USNR (W) was selected from a field of 120 women to receive the "Outstanding Guard" trophy and Judy Wood, YN3, USN (W), was one of six women to be selected to the "All-State" team.

—Rudy C. Garcia, JO1, USN.

THE BULLETIN BOARD

'Advance Information' Program Offered by 11 ND on Living Conditions in San Diego Area

Realizing how important it is to a Navyman moving to a new duty station to know something about the housing facilities available there for himself and his dependents, the Eleventh Naval District has established a Dependents Information Office which provides "advance information" to all Navy men moving to the San Diego area.

The DIO sends a form letter to all Navy men who are moving from another area to San Diego and are known to have dependent families. This letter extends a personal welcome and forwards an advance information sheet containing the essential information the family will need to know about San Diego housing.

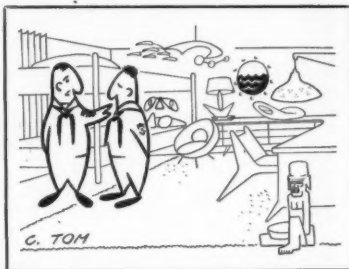
If you are moving to San Diego the DIO can be of beneficial service to you and your dependents if you are aware of its location and purpose. It would be a good idea for you or your wife to contact the DIO (preferably in person) as soon as practicable after you arrive in San Diego.

The DIO is located at the front of Navy Pier on Harbor Drive and is near other buildings of 11th Naval District headquarters. The telephone number is Belmont 2-3871, Extension 776 and except for holidays the office is open Monday through Friday of each week from 0800 to 1630.

You will find that temporary housing is generally available for immediate occupancy. This housing has two small bedrooms and is equipped with simple furnishings including essential linens, dishes and cooking equipment. Such housing is available for occupancy up to a period of 60 days which gives you plenty of time to locate the type of permanent housing you prefer.

The monthly rate for this type of temporary housing is \$60, which includes all utilities. For periods of less than one month, the charge is \$2 per day with a minimum charge of \$10. In addition, there is a \$10 security deposit (required in advance) which is refunded when you leave.

Temporary housing cannot be re-



"Yes Jenkins, I realize that this is a modern Navy, but . . ."

served in advance but may be obtained at the DIO or the Housing Office (3150 Barnett Ave.) from 0800 to 1630 on week days. If you arrive in San Diego at any time when the offices are closed you may obtain assignment from the District Duty Officer whose office is located at 11th Naval District headquarters, 937 Harbor Drive. If you should be unable to apply personally your wife may obtain assignment by presenting a copy of your orders, her ID Card or other papers which identify her as your wife.

The housing office also controls assignment to all permanent Navy, municipal, federal or Wherry housing which is located in San Diego and suburbs. In addition, the housing office maintains listings of available housing owned or operated by private agencies and individuals.

In addition to DIO, various Navy Wives Clubs in the San Diego area are jointly sponsoring a program intended to welcome newly arriving families of enlisted men to the area and to assist these families in overcoming the usual problems involved in moving to a new community. You will find the services of the Navy Wives Clubs a real asset in getting acquainted with your new surroundings. There is a "baby sitting service" for new arrivals who are busy house hunting and getting settled. There is also transportation assistance from a volunteer motor pool to help you in your transportation problems and a guide service.

All these services are available to make your move to San Diego as pleasant and as easy as possible—take advantage of them.

Assignment to Nuclear Crew Or FTC Follows Orders to New Construction or Conversion

If you receive orders to new construction/conversion vessels, other than submarines, you may anticipate one of two preliminary assignments. You may be assigned to the nucleus crew going directly to the building or conversion yard or you may be ordered to a Fleet Training Center for precommissioning training.

Officers of the nucleus crew will normally be the prospective commanding officer and department heads. Other key officers may be assigned, depending upon the type ship involved. The remainder of the ship's officers, including the prospective executive officer, department assistants and division officers, will usually be assigned to a Fleet Training Center for precommissioning training.

A number of key petty officers, usually about 20 per cent of the ship's allowances, are also ordered directly to the building or conversion yard. The majority of the ratings of supply and engineering will be ordered as part of the nucleus crew. If you are one of these key POs, you will usually be ordered to report to a naval activity in the vicinity 10 weeks before completion or commissioning date.

If it so happens that the shipyard you are ordered to is not close to a naval activity, or the commuting distance to a Navy activity is too great, and there are no berthing and messing facilities at the yard, you will then be entitled to receive per diem allowances.

The remaining enlisted men will be ordered to a Fleet Training Center for precommissioning training. This training is usually scheduled to allow these men to report to the ship about one week before commissioning or completion date.

Do not submit requests to the Bureau for duty in new construction/conversion vessels. No waiting list is maintained. Officers and men assigned to these billets are ordered from assignment sources available to the Bureau.

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AUGUST

to assist in assembling the precommissioning outfit, and in viewing tests of machinery and equipment. This crew learns reactivation techniques.

The men in the precommissioning training units receive practical training in order to undergo shakedown training. Peacetime precommissioning training also serves the purpose of establishing and maintaining the procedures that will be used should war be declared.

The official word on the assembly and training of crews for new construction/conversion vessels, other than submarines, may be found in BuPers Inst. 1320.4A.

Revised Rules Set on Temporary Storage of Household Goods

Change of station orders, in themselves, are not enough to entitle you to temporary storage of household goods at government expense, according to the most recent decision of the Comptroller General. Also, although permanent change of station orders may authorize transportation of household goods, this fact alone does not entitle you to temporary storage or storage in transit at government expense.

Your household goods shipping officer is the authority for approval or denial of your request for such temporary storage. His determination will be based on his knowledge of the facts and of the necessity for storage.

Here's the story: Under the Career Compensation Act of 1949, military personnel, upon receipt of change of station orders, are entitled to transportation (including packing, crating, drayage, temporary storage and unpacking) of baggage and HHE.

However, it has been ruled that temporary storage is not an absolute right, and that a mere request is not enough to justify temporary storage or storage in transit.

It was further ruled that in instances where military personnel are assigned furnished quarters, or required delivery of but a small part of the household goods at their quarters, temporary storage at government expense, irrespective of whether the owner stored them at his old or new station, would not be authorized.

As a result, household goods shipping activities will, by authority of BuSanda Notice 4050, take the fol-

WAY BACK WHEN

Communications—Then and Now

Back in ancient times probably the first means by which Navymen were able to communicate with one another aboard different ships was through the use of sails, with number and position of the sails representing specific meanings. Such communication techniques date back to the Greek and Persian fleets that sailed the Mediterranean as early as 400 B.C.

For signaling at night ships developed the use of flaming fire. This is illustrated in the Mozenigo Code. In 1420 a Venetian general, named Mozenigo, devised a set of fleet instructions for night signals. In this code or group of instructions, a fire exhibited on the poop of a vessel signified the command: "Set the mainsail." Two fires meant: "Set both the square sails." Three fires denoted: "All plain sail," and four fires: "Lay in the oars and make all sail."

A code dating back to 1614 makes reference to running lights for signaling at night. According to this code, division and squadron commanders carried three lanterns at night and other galley commanders carried one lantern.

In this early code tactical and general signals were also used. A pennant hoisted on the poop deck indicated the order: "Make sail" — and it was dipped once for each sail set. A pennant from the masthead indicated a strange sail was in sight and was dipped once for each sail seen.

A pennant from the yardarm meant that wine was being served. A square flag at the yardarm indicated bread was being served, and both signals displayed together signified mess was being served.

A banner held up by a man standing amidship denoted distress, while a banner held up on the poop indicated: "Form line ahead."

No fixed rules governed the use of signals among the early navies but today the rules of signaling and communications are almost universally followed.

The modern ship has bells, gongs, whistles, flags, lights, electronic devices and a public address system for communication.



A natural evolutionary process in signals and communication has developed, and today, at night, ships' lights are arranged according to color and visibility, enabling approaching ships to judge types and locations of one another.

A carry-over into the electronics era is the sounding of the fog signal by the ringing of bells according to set signals. An old but simple device still in use today is the sounding of gongs announcing the arrival and departure of officers' boats. Aboard ship distress signals are still communicated by means of gongs. Another descendant of early communication techniques is the square flag with a ball, while a refinement of the cupped hands or megaphone is the P.A. system.

During the ship's meal period the meal break (E flag) is displayed between sunrise and sunset, a modern counterpart of the ancient pennants that were hung at the yardarm.

One of the oldest and most famous of the communications methods is semaphore. It is still one of the most reliable forms of transmitting a message over a medium distance and is the only method in use today that is not dependent on some form of electrical or mechanical equipment. This method has been used by the U.S. Navy for well over a hundred years.

lowing action in connection with all requests for authorized temporary storage and storage in transit:

- The owner will be required to execute a statement indicating the necessity for storage, due to conditions beyond his control. If the facts warrant, shipping officers will prepare a certificate of necessity to be attached to the dealers' invoice or carriers' public voucher.

- When a partial lot is withdrawn

from temporary storage or storage in transit costs for those goods remaining in storage and later delivery are not payable at government expense.

- When military personnel are ordered to a course of instruction of 20 weeks or more in which furnished or partially furnished quarters are available, the owner will be advised to request nontemporary storage for that portion of household goods which will not be used during that time.

Summary of Regulations and Deadlines for LDO Candidates

Men whose permanent status in the Regular Navy is warrant officer, chief petty officer or petty officer first class may compete for limited duty appointments.

The Officer Personnel Act of 1947 authorized the President to appoint individuals in these categories permanently to the active list of the Navy in the grade of ensign in the line, Supply Corps and Civil Engineer Corps, for the performance of limited duty only in the technical fields indicated by their warrants or ratings.

The LDO program provides enlisted men with a path of advancement to commissioned grades up to and including the rank of commander before completing 30 years of active military service.

The complete LDO program is described in considerable detail in BuPers Inst. 1120.18B.

Here is a brief summary:

If you are included in the categories described above, you are eligible to compete if you:

- Have completed 10 years of active naval service, exclusive of Reserve training duty, on or before 1 January of the year in which your appointment will take effect.

- Are serving as PO1 or higher, on 1 January of the year in which your appointment can first be made, and have served in that capacity for at least one year.

- Have not reached your 35th birthday as of 1 January of the year in which your appointment can first be made. The only exception to this rule occurs if you are serving in a temporary commissioned grade of ensign or above, or have previously served in a temporary commissioned grade of lieutenant (junior grade) or above. In this

case, the maximum age limit is raised to 38 years.

- Have satisfactorily completed the USAFI GED test (high school level) before the date the LDO selection test is given. This GED test *must* be taken, even though you may earlier have taken a college level or two-year college level GED test or hold a regular high school diploma. Your application will be rejected if you take the GED high school level test after you have taken the LDO selection test.

- Have had no record of conviction by court-martial for two years before examination.

- Are able to meet the physical standards set for original appointment for the corps to which appointed.

You are not eligible to compete if your conduct and associations are such that reasonable grounds for rejection are established by the Chief of Naval Personnel. You may not make application in more than one LDO classification in one year.

Generally speaking, you are not eligible to submit application for consideration for appointment more than twice. However, each annual selection board will recommend to the Chief of Naval Personnel that special letters be sent to the candidates who have twice failed of selection but whose qualifications are considered to be sufficient to warrant further consideration. If you are in this category you must, nevertheless, meet age requirements and be otherwise eligible. Men who twice failed of selection before the 1954 program, at which time this provision first went into effect, may submit a request for a special letter of authorization for consideration by the selection board scheduled to convene in 1956. Requests should be addressed to the Chief of Naval Personnel (Pers B-6251). This provision is applicable to the 1956 program only and will later be canceled.

You are not eligible if you have transferred to the Regular Navy as a permanent USN officer above the rank of CWO, if you are retired, or are a member of the Fleet Reserve. Hospital Corps and Dental Corps personnel are not eligible. If you are a member of either of

HOW DID IT START

Navy's First Iron Ship

Probably the most famous ironclads in early U.S. naval history are *Monitor* and *Merrimack*, (Confederate ship *Virginia*) noted chiefly as the first iron ships to be tested in combat. The first iron vessel built for the U.S. Navy, however, was *USS Michigan*, an iron side-wheel steamer.

When a Congressional Act in 1841 gave the President the authority to build and equip war vessels on the upper Great Lakes, the Secretary of the Navy began preparations for the building of a steamer for this service. She was named *Michigan*.

In 1842 at Pittsburgh, Pa., construction started. *Michigan* was built in sections and the parts were sent to Erie, Pa., where she was completed. Classified as a first class side-wheel steamer, barkentine rig, *Michigan* was launched at Erie in December 1843. She was transferred to the government in August 1844 and was commissioned in September 1844.

Michigan had a displacement of 685 tons; length of 163 feet, three inches; beam, 27 feet, one-and-one-half inches; tonnage 582; speed, eight-and-one-half knots. The iron-clad cost \$65,000.

She first saw service on the Great Lakes during the ice-free months. Then during the Civil War, she was used in recruiting and in protecting the lake borders from attempted raids and transportation of arms from Canada by Confederate agents. A large part of her duty was guarding John-



son's Island where many Confederate prisoners of war were held.

In June 1905 *Michigan* was renamed *USS Wolverine* and her original name was given to a battleship then being built. She was placed out of commission at Erie in May 1912 and was turned over to the Naval Militia of Pennsylvania.

On 12 Mar 1927 she was stricken from the U.S. Navy List by an Act of Congress and loaned to the city of Erie to be kept as a relic. As late as 1944 she was still on view but in too bad a condition to be visited. Her working parts were dismantled by local Naval Reservists for practice and in 1948 she was sold for scrap.

these corps, you should apply for the Medical Service Corps program. If you hold a rating of musician or photographer's mate you are not included in the path of advancement, although you may apply for any LDO classification for which you consider yourself best qualified.

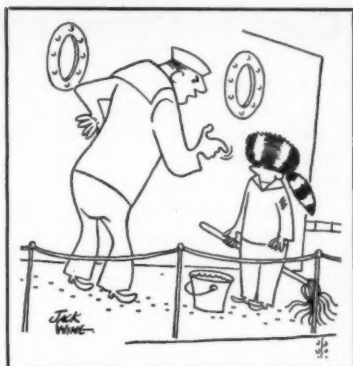
The total number of active duty line LDOs is limited during any given year to 6.22 per cent of the total number of line officers holding permanent appointments, exclusive of those designated for engineering duty, aeronautical duty, aeronautical engineering duty and special duty. For the staff corps, the number of LDOs appointed in any one year may not exceed the following proportions of the authorized number of line LDOs in that year: Supply Corps, 12 per cent; Civil Engineer Corps, three per cent.

A grade limitation is also prescribed for line LDOs. In the Supply Corps and Engineer Corps, the grade distribution will be that resulting from the operation of the running-mate system — LDOs in these corps will have LDOs of the line as running mates.

Line LDOs are eligible to succeed to command when fully qualified and specifically designated. Supply Corps and CEC LDOs will be eligible for succession to command when qualified and specifically designated, of those activities which are commanded by officers of their respective corps.

The procedure for selection, as described in the present instruction, differs considerably from that established for previous programs. It is emphasized that the limited duty officer program is a recurring one and the directive authorizing the program will remain effective until canceled or modified.

Nominations must be received by the Naval Examining Center and the Chief of Naval Personnel after 1 July and before 1 September of the year preceding the calendar year in which the appointment can first be made. If eligible, submit a request in writing to your commanding officer to be considered as a prospective applicant in a particular classification for appointment as an ensign designated for limited duty. As the request may in some cases be made about six months before the end of the 10th year



"I don't care if you are from Tennessee, you're still out of uniform!"

of service, you may assume that you will meet the minimum service eligibility requirements by the following January.

Your commanding officer will forward your application to the Bureau. At the end of a three-month observation period, he will also forward to the Chief of Naval Personnel a CPO and PO1 Evaluation Sheet (NavPers 1339-Rev.) with his endorsement. This is in addition to the Evaluation Sheet which customarily becomes a part of your service record. If your duty station changes during this time, each commanding officer will observe and prepare an evaluation sheet for the applicable period, and will forward his report to the next commanding officer.

At some time during the observation period, you will be given a personal interview by a local board of officers, who will assess your personal qualifications.

On or about 1 September and before 1 October, you will be physically examined by at least two medical officers and, if available, a dental officer, to determine your physical qualifications.

On 1 October, you must submit your formal application to your commanding officer.

On 10 October, a written examination will be given throughout the service to all LDO applicants, administered locally under the supervision of at least one officer. Examinations can be conducted on this day only, or if this date falls on a Saturday, Sunday or holiday, the examination will be given on the next succeeding workday.

The examination will be of the

objective type and will be composed of three parts: 1) general qualification test (OQT type); 2) military knowledge and naval administration (A-N type); and 3) technical examination based on broad technical requirements of limited-duty classification requested by the applicants. (This provision is held in abeyance until further notice.)

Permanent appointments in the grade of ensign for limited duty only will be issued to selected candidates after reporting for an indoctrination course at the Officer Candidate School, Newport, R. I. Temporary officers selected for appointment who are serving in a higher grade than ensign will not be temporarily reappointed to that higher grade.

Waivers of eligibility requirements will not be granted.

Requirements Outlined for Dental Technicians School

All Navymen in pay grades E-3 who are not graduates of a Class "A" School are eligible to make application to attend a Class "A" General Dental Technician School provided they meet the following minimum requirements:

- Two years' high school or equivalent.
- Recommendation by a dental officer.
- Twenty-four months' obligated service on date of entrance to the dental school.
- Combined GCT and ARI score of 100.
- Normal color perception.
- Volunteer for the course of instruction.

The course is titled *Dental Technician General (Basic)* and lasts for 16 weeks. The classes convene every four weeks at USNTC, San Diego, Calif.; USNTC, Great Lakes, Ill.; and USNTC Bainbridge, Md.

Individual applications should be submitted to the Chief of Naval Personnel, via the chain of command and the Bureau of Medicine and Surgery. Your application should state any experience you have had as a striker in a Naval dental department or related civilian experience. If you do not have the 24 months' obligated service when it is time for you to start classes you must agree to obligate for the necessary service.

Here's List of Schools Open to Officer and Enlisted Candidates

FOR QUICK REFERENCE, here's a list of the Navy's many schools and courses available to officers and enlisted personnel. The schools are under the management control of the Chief of Naval Personnel and are established in shore-based training facilities. Those which provide medical, dental and aviation training, and specialized courses conducted by the Fleet training commands, are not included.

The list on the following pages, based on the *Catalog of U.S. Naval Training Activities and Courses* (NavPers 91769-B) and subsequent changes, tells which schools or courses pertain to your rate and rating or designator, convening dates, length of courses, and location of each school. As changes are frequently made, this list should be considered as a guide only. If you're planning to go to one of the schools listed here, better take a look at the *Catalog*. In it, you'll find additional important data, such as a more detailed description of the courses, to whom and where you should report, more details concerning eligibility, scope of instruction and special information. Be sure the *Catalog* you consult is up to date, as changes are frequently made.

Enlisted schools and courses assist the forces afloat by giving instruction and training which, because of

the time allowed and facilities available, can more effectively be given ashore. Activities which provide such training are divided into four categories:

- **Class P schools** — Are designed to conduct training at a preparatory level and personnel are usually obtained directly from recruit training. The only Class P schools you'll find listed in the *Catalog* are for steward's apprentices, each of six weeks' duration, located at Bainbridge, Md., Great Lakes, Ill., and San Diego, Calif.

- **Class A schools** — In general, provide the basic technical knowledges and skills required to prepare personnel for the lower petty officer rates.

- **Class B schools** — Provide advanced technical knowledges and skills required to prepare personnel for the higher petty officer rates.

- **Class C schools** — Train enlisted personnel in a particular skill or technique which in general, is not peculiar to any one rating.

Functional schools are available for the training of enlisted personnel as well as officers. These schools provide training, often in a group or team situation, in the performance of specialized jobs which are not normal to rating training nor to professional training of officers.

These schools also provide training on weapons of new or advanced design which have not reached universal Fleet usage.

Fleet Schools ashore are assigned to the command of Fleet commanders and provide refresher and team training to Fleet personnel who normally are members of ships' companies.

Generally speaking, in order to qualify you must be a member of the Regular Navy (except in time of war or national emergency) with at least 24 months' obligated service from the date of entry into a class "A" school and 18 months for other schools. However, if the courses are exceptionally long, special service requirements are published. If you have less than the required obligated service but are otherwise qualified you must execute an agreement to extend your current enlistment. If you report to a school with an unusually long course, you should have had at least six months' sea duty within the last 12 months and preferably, a total of 18 months' sea duty.

It might be noted that successful completion of instruction at a school does not, in itself, assure advancement in rating. That depends to a large extent upon the practical application of the knowledge you have gained.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
CLASS A SCHOOLS				
Boilerman	10 wks.	FN	Ev. 4 wks.	NTC, Great Lakes, Ill. NavScol, Rec. Sta., Philadelphia, Pa.
Builders	12 wks.	CN, CP, FN, and SN	Ev. 4 wks.	NavScol, Construction, Port Hueneme, Calif.
Commissarymen	15 wks.	SN	Ev. 5 wks.	NavScolCom, NavSta., Newport, R. I. SerScolCom, NTC, San Diego, Calif.
Communications Technicians	16-24 wks.	Recruit Graduates	Ev. 2 wks.	NTC, San Diego, Calif.
Construction Electrician's Mates	13 wks.	CN, CP, FN, and SN	Ev. 4 wks.	NavScol, Construction, Port Hueneme, Calif.
Disbursing Clerks	9 wks.	SN	Ev. 9 wks.	NavScol, NavSta., Newport, R. I. SerScol, NTC, San Diego, Calif.
Drivers	13 wks.	CN, CP, FN, and SN	Ev. 2 wks.	NavScol, Construction, Port Hueneme, Calif.
Electrician's Mates	14 wks.	FN	Every week	NTC, Great Lakes, Ill. NTC, San Diego, Calif.
Electronics Technicians				
ET (Radar)	26 wks.	} SN	Ev. 2 wks.	{ NTC, Great Lakes, Ill. NavScol, Treasure Island, San Francisco, Calif.
ET (Communications)	24 wks.			
ET (Sonar)	24 wks.			
Enginemmen	12 wks.	FN	Ev. 4 wks.	NTC, Great Lakes, Ill. NavSta, San Diego, Calif.

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Gunners M
I. C. Electr
Opticalmen
OM Class
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Journalists
Machinery
Machinists
Mechanics
Metalsmiths
Class A
Special V
Metalsmiths
Minemen
Molders
Music
Patternmak
Personnel M
Pipefitters
Radarmen
RD Class
MK 25 R
Mainten
MK 25 R
Mainten
Loran Op
Loran Ma
IFF Opera
Radarmen
Radiomen
Radiomen
Sonarmen
Sonarmen
Steelworkers
Storekeepers
Surveyors
Talemen
Torpedomen
Utilities Men
AUGUST

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Fire Control Technicians				
FT, Class A	44 wks.	SN	Ev. 2 wks.	{ NTC, Bainbridge, Md. NTC, San Diego, Calif.
GFCs Mark 37	20 wks.	SN	Ev. 8 wks.	
GFCs Mark 63	18 wks.	SN	Ev. 8 wks.	
Fire Control Technicians	44 wks.	SN	Ev. 2 wks.	NTC, Great Lakes, Ill.
Guided Missilemen	30 wks.	SN (Regular and Reserve) with three years voluntary obligated service		Naval Guided Missiles School Fleet Air Defense Training Center Dam Neck, Virginia Beach, Va.
Gunnery Mates	15 wks.	SN	Ev. 4 wks.	NTC, Bainbridge, Md.
I. C. Electricians	14 wks.	FN	Every week	{ NTC, Great Lakes, Ill. NTC, San Diego, Calif.
Opticalmen and Instrumentmen				
OM Class A	20 wks.	SN, FN	Ev. 10 wks.	{ NTC, Great Lakes, Ill.
Lead Computing Sights	20 wks.	OM2 and above	Ev. 12 wks.	
Range Finder Repair	20 wks.	OM2 and above	Ev. 12 wks.	
Submarine Periscope Repair	8 wks.	OM2 and above	Ev. 12 wks.	
IM Class A	16 wks.	SN, FN	Ev. 8 wks.	
Watch Repair	16 wks.	IM2 and above	Ev. 16 wks.	
Adding Machine Repair	12 wks.	IM2 and above	Ev. 12 wks.	
Calculator Repair	18 wks.	IM2 and above	Ev. 18 wks.	
Journalists	12 wks.	SN	Ev. 12 wks.	NTC, Great Lakes, Ill.
Machinery Repairmen	12 wks.	FN	Ev. 2 wks.	NTC, San Diego, Calif.
Machinists Mates	12 wks.	FN	Every week	NTC, Great Lakes, Ill.
Mechanics	13 wks.	CN, CP, FN, and SN	Ev. 4 wks.	NavScol, Construction, Port Hueneme, Calif.
Metalsmiths				
Class A course	12 wks.	FN	Ev. 4 wks.	{ NavScol, Norfolk, Va.
Special Welding course	2 wks.	FN	Ev. 2 wks.	
Metalsmiths	12 wks.	FN	Ev. 4 wks.	NTC, San Diego, Calif.
Minemen	12 wks.	SN	Ev. 2 wks.	NavScol, Mine Warfare Yorktown, Va.
Molders	16 wks.	FN	Ev. 8 wks.	NavSta, San Diego, Calif.
Music	Varies	SN	Monthly, on first Monday	NavRecSta, Washington, D.C.
Patternmakers	20 wks.	FN	Ev. 10 wks.	NavSta, San Diego, Calif.
Personnel Men	10 wks.	SN	Ev. 5 wks.	NTC, Bainbridge, Md.
Pipefitters	12 wks.	SN, FN	Ev. 2 wks.	{ NavScol, Norfolk, Va. NTC, San Diego, Calif.
Radarmen				
RD Class A	12 wks.	SN	Ev. 2 wks.	
MK 25 Radar — Operational Maintenance	2 wks.	FT3 and above, or designated strikers.	Ev. 2 wks.	
MK 25 Radar — Technical Maintenance	6 wks.	FT2 and above; FT3 with 1 year in rate	Ev. 2 wks.	
Loran Operation	1 wk.	Rated QM or designated strikers	Ev. Monday except first Monday of month	NavScol, NavSta, Norfolk, Va.
Loran Maintenance	1 wk.	Rated QM or designated strikers	First Monday of the month	
IFF Operation	1 wk.	RD3 and above, or designated strikers	Ev. 2 wks.	
Radarmen	12 wks.	SN	Ev. 4 wks.	{ NavScol, Treasure Island, San Francisco, Calif.
Radiomen	24 wks.	SN	Ev. 2 wks.	NTC, Bainbridge, Md.
Radiomen	16 wks.	SN	Ev. 2 wks.	{ NavScol, NavSta., Norfolk, Va. NTC, San Diego, Calif.
Sonarmen	24 wks.	SN	Weekly	Fleet Sonar School Key West, Fla.
Sonarmen	24 wks.	SN	Ev. 2 wks.	Fleet Sonar School Key West, Fla.
Steelworkers	12 wks.	CN, CP, FN, and SN	Ev. 4 wks.	{ NavScol, Construction, Port Hueneme, Calif.
Storekeepers	12 wks.	SN	Ev. 3 wks.	{ NavScol, NavSta., Newport, R. I. SerScol, NTC, San Diego, Calif.
Surveyors	12 wks.	CN, CP, SN, and FN	Ev. 12 wks.	{ NavScol, Construction, Port Hueneme, Calif.
Telemen	12 wks.	SN	Ev. 2 wks.	NTC, Bainbridge, Md.
Torpedomen's Mates	8 wks.	SN	Ev. 4 wks.	NavScol, NavSta., Newport, R. I.
Utilities Men	12 wks.	CP, CN, SN, and FN	Ev. 4 wks.	{ NavScol, Construction, Port Hueneme, Calif.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Yeomen Basic Accelerated	10 wks. 7 wks.	SN SN	Ev. 2 wks. Ev. 2 wks.	NTC, Bainbridge, Md. NTC, San Diego, Calif.
CLASS B SCHOOLS				
Boilermen Class B	15 wks.	BT3 and above. Two or more enlistments needed	Ev. 5 wks.	NavRecSta, Philadelphia, Pa.
Automatic Combustion Control Class C	5 wks.	BT3 and above	Ev. 5 wks.	NavRecSta, Philadelphia, Pa.
Operational Firemen Refractory Repair	3 wks. 2 wks.	FA, FN FA, FN, BT3, and BT2.	Ev. 3 wks. Ev. 2 wks.	NavRecSta, Philadelphia, Pa. NavRecSta, Philadelphia, Pa.
Builders	16 wks.	BU2 and above. BU3 who have served one year in rate in an operational billet. Two or more enlistments needed.	Twice a year	NavScol, Construction, Port Hueneme, Calif.
Commissarymen	15 wks.	CS2 and above. CS3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Ev. 5 wks.	NavScol, NavSta., Newport, R. I.
Construction Electrician's Mates	15 wks.	CE2 and above. CE3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Twice a year	NavScol, Construction, Port Hueneme, Calif.
Draftsmen	15 wks.	DM2 and above. DM3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Once a year	NavScol, Construction, Port Hueneme, Calif.
Drivers	14 wks.	CD2 and above. CD3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Twice a year	NavScol, Construction, Port Hueneme, Calif.
Electrician's Mates	22 wks.	EM2 and above. EM3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Ev. 2 wks.	NTC, Great Lakes, Ill.
Electronics Technicians	28 wks.	ET2 and above ET3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Ev. 8 wks.	NavScol, Treasure Island, San Francisco, Calif.
Fire Control Technicians FT Class B	44 wks.	FT2 and above or FT3 with one year's operational experience.	Ev. 4 wks.	
GFC5 MK 56	14 wks.	FT2 and above	Ev. 14 wks.	NTC, Great Lakes, Ill.
MK 1a Computer	6 wks.	Rated FT	Ev. 4 wks.	NTC, Bainbridge, Md.
UWFC 101	9 wks.	Rated FT	Varies	NTC, San Diego, Calif.
UWFC 102	18 wks.	Rated FT	Ev. 9 wks.	
UWFC 104	8 wks.	Rated FT	Ev. 9 wks.	
UWFC 105	8 wks.	Rated FT	Ev. 9 wks.	
TD5 MK5	3 wks.	Rated FT	Ev. 3 wks.	

Gunner's M
GM class

3"50RFTM

IC Electricia
IC, Class

Gyro Con

MK 23 G
Class C
MK 24 G
Class C
Automatic
Class C

Motion P
Mainten

Automatic
Class C

Special c

Mechanics

Minemen

Music

Sonar Adv

Sonar Adv

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Gunner's Mates GM class B	20 wks.	GM2 and above. GM3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Ev. 2 wks.	NavRecSta, Washington, D.C.
3"50RFTM	4 wks.	Rated GM	Ev. 2 wks.	NavRecSta, Washington, D.C.
IC Electricians IC, Class B	42 wks.	IC2 and above and EM2 and above who are qualified in submarines. IC3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Ev. 8 wks.	NavRecSta, Washington, D.C.
Gyro Compasses, Class C	12 wks.	EM2/IC2 and above. IC3 with one year's experience in an operational billet.	Ev. 8 wks.	NavRecSta, Washington, D.C.
MK 23 Gyro Compasses, Class C	6 wks.	Same as above.	Ev. 6 wks.	NavRecSta, Washington, D.C.
MK 24 Gyro Compass, Class C	6 wks.	Same as above.	Ev. 6 wks.	NavRecSta, Washington, D.C.
Automatic Telephone Class C	7 wks.	IC3 and above. Candidates are limited to personnel serving on board ships having Ship's Service Telephone Systems (automatic).	Ev. 8 wks.	NavRecSta, Washington, D.C.
Motion Picture Projector Maintenance, Class C	2 wks.	IC3 and above or graduates of the ICA school.	Three classes Ev. 8 wks.	NavRecSta, Washington, D.C.
Automatic Plotting Equipment Class C	12 wks.	EM2 and above. IC2 and above and graduates of IC/B school.	Ev. 12 wks.	NavRecSta, Washington, D.C.
Special courses	(See note below)	Varies. (Requirements for other special gyro courses are basically the same as those shown above).	Varies	NavRecSta, Washington, D.C.
Mechanics	14 wks.	CM2 and above. CM3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Twice a year	NavScol, Construction, Port Hueneme, Calif.
Minemen	13 wks.	MN2 and above.	Monthly	NavScol, Mine Warfare Yorktown, Va.
Music	52 wks.	Musicians, first class, with 6 or more years' total Naval Service including 1 year sea duty as MU1 (See BuPers Inst. 1336.2)	Annually (First Monday in August)	NavRecSta, Washington, D.C.
Sonar Advanced	15 wks.	SO2 and above.	6th Monday each quarter	Fleet Sonar School Key West
Sonar Advanced	18 wks.	SO2 and above.	Quarterly	Fleet Sonar School San Diego, Calif.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Steelworkers	14 wks.	SW2 and above. SW3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Twice a year.	NavScol, Construction, Port Hueneme, Calif.
Utilities Men	13 wks.	UT2 and above. UT3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Twice a year.	NavScol, Construction, Port Hueneme, Calif.
Yeomen	14 wks.	YN2 and above. YN3 with one year's experience in rate. Two or more enlistments needed.	Ev. 4 wks.	NTC, Bainbridge, Md. NTC, San Diego, Calif.
CLASS C SCHOOLS				
Advanced Metalwork	10 wks.	FP2, ME2, ML2 and MR2 and above.	Ev. 10 wks.	NTC, San Diego, Calif.
Characteristics of Metal Testing Techniques and Effects of Heat	10 wks.	MR2 and above.	Ev. 10 wks.	NTC, San Diego, Calif.
Advanced Milling Machine Work	10 wks.	MR2 and above.	Ev. 10 wks.	NTC, San Diego, Calif.
Precision Grinding	10 wks.	MR2 and above.	Ev. 10 wks.	NTC, San Diego, Calif.
Type U Gisholt Balancing Machine	2 wks.	ME2 and above, MR3 with one year in rate.	Ev. 5 wks.	NTC, San Diego, Calif.
Air Conditioning and Refrigeration	8 wks.	EN3, MM3, and UT3 and above.	Ev. 2 wks.	NavScol, NavBase, Norfolk, Va. NTC, San Diego, Calif.
Compressed Gasses	18 wks.	UT3, BT3, MM3 and above.	Ev. 9 wks.	Norfolk Naval Shipyard, Portsmouth, Va.
Cryptographers	12 wks.	TE3 and above.	Ev. 12 wks.	NavComSta, San Diego, Calif.
Cryptographic Repair Basic	4 wks.	RM3, TE3, CT3 and above; upon approval of the type Commander, ET3 and EM3 and above. Must have completed basic course.	Ev. 4 wks.	NavBase, Brooklyn, N. Y. Mare Island Naval Shipyard, Vallejo, Calif.
Advanced	4 wks.		Ev. 4 wks.	
Electronics Technicians				
AEW	6 wks.	Rated ETs eligible for all courses except course 2. (Course 2 — RM3, RD3 and above.	Ev. 6 wks.	NTC, Great Lakes, Ill.
ECM Operation	4 wks.		Ev. 8 wks.	
UHF	4 wks.		Ev. 4 wks.	
IFF Maint.	6 wks.		Ev. 6 wks.	
AN/UQS-TI Sonar	4 wks.		Ev. 4 wks.	
AN/SPS-8	4 wks.		Ev. 4 wks.	
Electronics Technicians				
AN/SPS-8	4 wks.	Rated ETs	Ev. 6 wks.	NavScol., Treasure Island, San Francisco, Calif.
AN/SPA-8	2 wks.		Ev. 6 wks.	
SS/SV	2 wks.		Ev. 4 wks.	
AN/SPS-5	1 wk.		Ev. 4 wks.	
IFF. Maint.	6 wks.		Ev. 7 wks.	
AN/URT-3	4 wks.	Rated FTs	Ev. 4 wks.	
MARK 25 MOD 3	6 wks.		Ev. 6 wks.	
MK 34	2 wks.		Ev. 2 wks.	
MK 39	1 wk.		Ev. 4 wks.	
Enginemen				
Basic Enginemen	2 wks.	EN3 and above	1 through 5, 8 and 9 — every 3 weeks. 6 and 7 — every 6 weeks.	NTC, Great Lakes, Ill.
GM 8-268A	3 wks.			
GM 16-278A	3 wks.			
GM 12-567A	3 wks.			
FM 38DB 1/8	3 wks.			
CB G5B-8	3 wks.			
ALCO 539	3 wks.			
Packard Diesel	3 wks.			
Boeing Gas Turbine	3 wks.			

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Instructors Basic	4 wks.	Officers and Petty Officers ordered to duty in schools managed by the Chief of Naval Personnel who have not completed a course in instructor training.	Weekly	NavScol., Norfolk, Va. NTC, San Diego, Calif.
NROTC	4 wks.	Enlisted Personnel ordered to instructor duty in NROTC schools.	Semi-annually	NavScol., Norfolk, Va. NTC, San Diego, Calif.
Shipboard Training	2 wks.	Officers and Petty Officers of the forces afloat.	1st and 3rd Mondays of each month.	NavScol., Norfolk, Va. NTC, San Diego, Calif.
Naval Reserve	2 wks	Officers and Petty Officers of the U.S. Naval Reserve, who are not on active duty.	1st and 3rd Mondays of each month.	NavScol., Norfolk, Va. NTC, San Diego, Calif.
Shipboard Officers	1 wk.	Officers of the forces afloat.	4th Monday of each month.	NavScol., Norfolk, Va. NTC, San Diego, Calif.
Recognition Training	4 wks.	Officers and Petty Officers except Group VII, X, and XI ratings.	Ev. 4 wks.	NavScol., Norfolk, Va. NTC, San Diego, Calif.
Instructors Basic	4 wks.	Officers and Petty Officers ordered to duty in schools managed by the Chief of Naval Personnel who have not completed a course in instructor training.	Weekly	NTC, Great Lakes, Ill.
U.S. Naval Reserve	2 wks.	Officers and Petty Officers of the U.S. Naval Reserve, not on active duty.	1st and 3rd Mondays of each month.	NTC, Great Lakes, Ill.
Mine Warfare				
Aviation Mines Assembly	4 wks.	Officers.	Varies	NavScol, Mine Warfare Yorktown, Va.
Ranging and Deperming	7 wks.	Officers and Electrician's Mates.		
Minesweeper Automatic Degaussing	5 wks.	Officers.		
Minesweeping BM	7 wks.	Officers.		
Minesweeping EM	10 wks.	Officers.		
Submarine Mines Assembly	6 wks.	Officers.		
Submarine Automatic Degaussing	4 wks.	Officers.		
Motion Picture Operators				
16 MM Sound Motion Picture Projection System	2 wks.	Selected personnel of all ratings.	Weekly	NavScol, NavSta, Norfolk, Va.
35 MM Sound Motion Picture Projection System	2 wks.	Same as above.	Ev. 2 wks.	NavScol, NavSta, Norfolk, Va.
16 MM Sound Motion Picture Projection System	2 wks.	Selected personnel of all ratings.	Ev. 2 wks.	NTC, San Diego, Calif.
35 MM Sound Motion Picture Projection System	2 wks.	Same as above.	Ev. 2 wks.	NTC, San Diego, Calif.
Motion Picture Projection Maintenance	2 wks.	IC3 and above or graduates of the IC school; EM2 and above.	Ev. 2 wks.	NTC, San Diego, Calif.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Music				
Refreshers	12-24 wks.	Rated musicians with four or more years' naval service.	Quarterly	NavRecSta, Washington, D. C.
Buglers	12 wks.	SA, SN, identified QM strikers, QM3 with experience in playing brass wind instruments.	Monthly	NavRecSta, Washington, D. C.
Personnel Men				
General	6 wks.	Chief and first class petty officers.	Ev. 7 wks.	NTC, San Diego, Calif.
Clerical	3 wks.	PNC, PN1, YNC, YN1	Ev. 7 wks.	NTC, Bainbridge, Md. Same as above.
Disbursing	3 wks.	DKC, DK1, SKC, SK1	Ev. 7 wks.	Same as above.
Classification and Interviewing	8 wks.	PNC, PN1, PN2	Ev. 8 wks.	NTC, San Diego, Calif.
REGULUS Electronics	24 wks.	All enlisted petty officers of GS, FT and ET ratings on active duty with two years' voluntary obligated service.		Naval Guided Missiles School, Fleet Air Defense Training Center, Dam Neck, Virginia Beach, Va.
REGULUS Ordnance and Propulsion	12 wks.	All enlisted petty officers of GM, TM (SS), AD and EN (SS) on active duty with 18 months' voluntary obligated service.		Same as above.
Ships Servicemen (Navy Exchange Management)	6 wks.	SH1 and above.	Ev. 8 wks.	NavRecSta, NavBase, Brooklyn, N. Y.
Teletype Maintenance	20 wks.	CT3, RM3, TE3, and above.	Ev. 4 wks.	NavScol, NavSta, Norfolk, Va.
Torpedoman's Mates				
Electricity, Electronics, Control Circuits	14 wks.	Rated TMs	Ev. 8 wks.	NavScol, NavSta., Newport, R. I.
Surface Weapons	4 wks.	Rated TMs who have successfully completed course No. 1 or equivalent.	Ev. 8 wks.	Same as above.
Air Weapons	4 wks.	Same as above.	Ev. 8 wks.	Same as above.
Submarine Weapons	8 wks.	Same as above.	Ev. 8 wks.	Same as above.
Steam Torpedoes	8 wks.	TM2 and above.	Ev. 8 wks.	Same as above.
Torpedoes Mk 16, Mods 6 and 7	4 wks.	Rated TM.	Ev. 4 wks.	Same as above.
Depth Charges	4 wks.	Rated TM.	As required	Same as above.
Terrier Electronics	6 wks.	Petty officers of GS and ET ratings on active duty with two years' voluntary obligated service.		Naval Guided Missiles School, Pomona, Calif.
Teletype Maintenance	20 wks.	CT3, RM3, TE3, and above.	Ev. 4 wks.	NTC, San Diego, Calif.
Welding				
Elementary	12 wks.	FP3, ME3 and above.	Ev. 6 wks.	NavSta, San Diego, Calif.
Advanced	6 wks.	Graduates of course No. 1.	Ev. 6 wks.	Same as above.
Underwater Cutting and Welding	6 wks.	Candidates, graduates of course No. 1, who must be qualified Divers Second Class when they report on board at school.	Ev. 6 wks.	Same as above.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Dial Central Office Maintenance	18 wks.	Be a graduate of the U.S. Naval School, Construction Electrician's Mates, U.S. Naval Schools, Construction, Port Hueneme, Calif., or be a CE2 or above.	Ev. 4 wks.	Naval Ammunition Depot, Earle, N. J.

OFFICER TRAINING ACTIVITIES

Advanced Command and Staff Schools and Courses

Naval War College	See below	Officers	Resident Courses convene annually in August.	Naval War College, Newport, R. I.
(Flag Officers' Refresher Course, Varies in length; Advanced Study in Strategy and Sea Power, 2-3 yrs.; Course in Naval Warfare, 1-2 yrs.; Command and Staff Course, 10 mos.; Senior Reserve Officers' Course, 2 wks.; Reserve Officers' Course in Combat Staff Techniques and Operational Planning, 2 wks.)				
Armed Forces Staff College Course	5 mos.	Officers — 10 to 16 yrs. of commissioned service.	Feb. and Aug.	Armed Forces Staff College Naval Base, Norfolk, Va.
Industrial College of the Armed Forces	10 mos.	Officers — 15 to 24 yrs. of commissioned service.	Annual — Aug.	Industrial College of the Armed Forces, Fort McNair, Washington, D. C.
National War College	10 mos.	Officers — 15 to 24 yrs. of commissioned service.	Annual — Aug.	National War College Fort McNair, Washington, D. C.
Army War College	40 wks.	Officers — 13 to 21 yrs. of commissioned service. Completed the Command and General Staff Course of the General Staff Officer Course. Under 46 yrs. of age.	Annual — Aug.	Army War College, Carlisle Barracks, Pa.
Air University				
Air War College Course	10 mos.	Officers — Colonels (perm. Majors) with less than 18 yrs. promotion list service; under 45 years of age.	Annual — Aug.	Air University, Maxwell Air Force Base, Montgomery, Ala.
Air Command and Staff School, Field Officer course	9 mos.	Officers — 7 to 13 yrs. promotion list service. Lt. Colonels and Majors under 38 years of age.	Annual — Sept.	Air University, Maxwell Air Force Base, Montgomery, Ala.
Command and General Staff College	41 wks.	Officers — 8 to 15 yrs. of commissioned service. Under 41 yrs. of age.	Annual — Sept.	Command and General Staff College, Ft. Leavenworth, Kansas

OFFICER TRAINING ACTIVITIES

Postgraduate School	See below	Officers	Annual — Aug. Annual — June-September selected civilian institutions	Naval Postgraduate School Monterey, Calif.
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(Advanced Management, 8-13 wks.; Advanced Mathematics, 2-3 yrs.; Advanced Science, 3 yrs.; Aerology, 12-18 mos.; Aeronautical Eng., 2-3 yrs.; Business Admin., 2 yrs.; Cinematography, 12 mos.; Civil Eng., 12-17 mos.; Command Communications, 2 yrs.; Comptrol-ership, 10½ mos.; Electrical Eng., 2-3 yrs.; Eng. Electronics, 2-3 yrs.; Mech. Eng. (Gas Turbines), 3 yrs.; Hydrographic Eng., 12 mos.; Managem't & Ind. Eng., 11 mos.; Mechanical Eng., 2-3 yrs.; Mech. Eng. (Nuc. Power), 3 yrs.; Metallurgy (Special), 9 mos.; Mine Warfare, 2½ yrs.; Nav. Constr. & Eng., 3 yrs.; Nuc. Eng. (Advanced), 15 mos.; Nuc. Eng. (effects), 2 yrs.; Oceanography, 12 mos.; Operations Analysis, 2 yrs.; Ordnance Eng., 2-3 yrs.; Personnel Admin. & Trg., 12 mos.; Petroleum Eng., 3 yrs.; Petroleum Logistics 2 yrs.; Public Information, 12 mos.; Religion, 9 mos.; Textile Eng., 2 yrs.; Rhodes Scholarships, 2-3 yrs.) See BuPers Instruction 1520. 15B of 16 May 1955.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Marine Corps School Senior Course	9 mos.	Officers — Cols. and Lt. Cols. Naval officers of equivalent rank.	Annual — Sept.	Marine Corps School, Quantico, Va.
Junior Course	9 mos.	Officers — Majors and Captains. Naval officers of equivalent rank.	Annual — Sept.	Marine Corps School, Quantico, Va.
General Line Course	9½ mos.	Officers	September	Naval Postgraduate School Monterey, Calif.
Intelligence School Naval Intelligence Course (Followed by foreign language training for Postgraduate students)	9½ mos.	Officers — See BuPers Inst. 1520.32 in regard to postgraduate courses	September	NavScol, Naval Intelligence, U.S. NavRecSta., Washington, D.C.
Air Photo Intelligence Course	18 wks.	Officers — Aviation or legal background.	Ev. 20 wks.	NavScol, Naval Intelligence, U.S. NavRecSta., Washington, D.C.
Foreign Language Course	4½-15 mos.	Officers — See BuPers Inst. 1520.27	Quarterly and Semi-annually	NavScol, Naval Intelligence, U.S. NavRecSta., Washington, D.C.
OFFICER TRAINING ACTIVITIES				
Oil Burning Course	3 wks.	Officers — Line officers whose duties require a knowledge of this course.	Approximately once each month.	NavScol, Boilermen, NavBase Philadelphia, Pa.
Civil Engineer Corps Basic	8 wks.	Officers — Newly commissioned officers in the CEC. LDO (5700), and WO under CEC detail control.	Usually 4 classes a year.	NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
Selected CEC Courses	2 wks.	Officers — Active and Inactive duty CEC. LDO (5700), and WO under CEC detail control.	Three series of four 2 week CEC officer courses are conducted annually.	NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
a Public Works	2 wks.	Officers — Active and inactive duty CEC officers (Reg. & Res.) LDO (5700), and WO under CEC detail control.	This series of 4 courses is conducted 3 times a year.	NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
b Contract Administration & Labor Relations	2 wks.	Officers — Active and inactive duty CEC officers (Reg. & Res.) LDO (5700), and WO under CEC detail control.		NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
c Civilian Personnel Administration & Financial Management	2 wks.	Officers — Active and inactive duty CEC officers (Reg. & Res.) LDO (5700), and WO under CEC detail control.		NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
d Naval Construction Forces and Advanced Base Construction	2 wks.	Officers — Active and inactive duty CEC officers (Reg. & Res.) LDO (5700), and WO under CEC detail control.		NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
Disaster Relief Course	2 wks.	Officers — See BuPers Inst. 1500.21 of 4 Sept. 53	8 classes are convened annually	NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
CIC Officer Course	15 wks.	Officers — Line	Once each month	Naval CIC Officer School Naval Air Station Glenview, Ill.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Damage Control School Basic — 4 wks. on damage control; 1 wk. on fire-fighting; 5 wks. ABCD instruction. Basic — 4 wks. on damage control; 1 wk. on fire-fighting.	10 wks. 5 wks.	Officers — whose duties require a knowledge of this course	3 Mondays out of every 4	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
PCO-PXO	1 wk.		Ev. Monday	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
ABCD Course	5 wks.		Approximately Ev. Second Monday	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
Firefighting School Five Day Course			Intervals of four weeks	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
Two Day Course		Off. and Enl.	Ev. Monday	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
FF Instructor Course	6 wks.	Off. and Enl. (PO2 and above.) whose duties require a knowledge of this course.	Ev. Monday and Wednesday	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
Damage Controlmen, Class A	12 wks.	FA, FN, SA, SN	Ev. 4 wks.	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
Electronics Officers (Maintenance) Course	1 yr.	Officers — USN temporary	Quarterly	NS, Electronics Officers, SerScol, NTC, Great Lakes, Ill.
Electronics Officers (Administrative) Course	16 wks.	Officers, LT and below	Ev. 8 wks.	NS, Electronics Officers, SerScol, NTC, Great Lakes, Ill.
Freight Transportation & Traffic Management	9 mos.	Officers — LTJG thru Cdr. (Supply Corps)	Annual — Oct.	NavScol, Freight Transportation Naval Supply Center, Oakland, Calif.
Introduction to Traffic & Terminal Management	4 wks.	Officers — LTJG thru Cdr. (Supply Corps)	Jan., Mar., May, Sep., and Oct., of each year.	NavScol, Freight Transportation Naval Supply Center, Oakland, Calif.
Shiploading & Stowage	2 wks.	Officers — Supervisory responsibilities	First Monday of each month.	NavScol, Freight Transportation Naval Supply Center, Oakland, Calif.
Basic Cargo Handling	1 wk.	Enl. personnel except for CPO	Ev. Monday	NavScol, Freight Transportation Naval Supply Center, Oakland, Calif.
Gunnery Officers Ordnance School Anti-Aircraft Installations	16 wks.	Officers — Line	Ev. Monday	Gunnery Officers Ordnance School, NavRecSta, Washington, D.C.
Major caliber Installation	16 wks.	Officers — Line	Ev. Monday	Gunnery Officers Ordnance School, NavRecSta, Washington, D.C.
Components of Anti-Aircraft and Major Caliber Courses	1-24 wks.	Officers — Line	Ev. Monday	Gunnery Officers Ordnance School, NavRecSta, Washington, D.C.
Information Officers Course	5 wks.	Officers — LTJG thru LCDR	Ev. 6 wks.	NS, Journalists, SerScol, NTC, Great Lakes, Ill.
Tactical Photographic Interpretation	12 wks.	Officers — Ens. thru Cdr.	Irregular Intervals	Photographic Interpretation Center NavRecSta, Washington, D.C.
Strategic Photographic Interpretation	10 wks.	Off. and Enl. — who have completed Tactical Photographic Interpretation Course.	Irregular Intervals	Photographic Interpretation Center NavRecSta, Washington, D.C.
Metrical Photographic Interpretation	12 wks.	Off. and Enl. — who have completed Tactical Photographic Interpretation Course.	Irregular Intervals	Photographic Interpretation Center NavRecSta, Washington, D.C.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Radar Target Intelligence	11 wks.	Off. and Enl. — who have completed Tactical Photographic Interpretation Course.	Irregular Intervals	Photographic Interpretation Center NavRecSta, Washington, D.C.
Naval Justice Course	7 wks.	Officers and Enl.	First Monday of Jan., Mar., May, Jul., Sep., and Nov.	NavScol, Naval Justice, NavBase Newport, R. I.
Stenomask Course	2 wks.	Enl.	Upon completion of Naval Justice Course. Six separate classes are convened annually.	NavScol, Naval Justice, NavBase Newport, R. I.
Indoctrination	9 wks.	Officers — Chaplains	Five Classes annually.	NavScol Command, Newport, R. I.
Communication (Officer Short Course)	8 wks.	Officers — Recent OCS graduates and Junior Officers	Ev. 9 wks.	NavScol Command, Newport, R. I.
Officer Torpedo Course	3 wks.	Officers — Line whose duties require this course.	Once each month.	NavScol Command, Newport, R. I.
Damage Control Schools Basic Damage Control including 5 wks. ABCD	10 wks.	Officers — Whose duties require this course	Bi-weekly	NavScol Command, Treasure Island San Francisco, Calif.
Damage Control	5 wks.	Officers — Whose duties require this course	Bi-weekly	NavScol Command, Treasure Island San Francisco, Calif.
PCO-PXO Damage Control	1 wk.	Officers — Whose duties require this course	Ev. Monday	NavScol Command, Treasure Island San Francisco, Calif.
ABCD	5 wks.	Officers — Whose duties require this course	Bi-weekly	NavScol Command, Treasure Island San Francisco, Calif.
Radiac Instrument Maintenance	4 wks.	Off. and Enl. — knowledge of electronics, physics, engineering.	Ev. five wks.	NavScol Command, Treasure Island San Francisco, Calif.
Emergency Plastic Pipe Repair	2 days	Off. and Enl. — Repair parties.	Ev. Monday	NavScol Command, Treasure Island San Francisco, Calif.
Damage Control Aspects of Special Weapons Handling	2 days	FA, FN, SA, SN, DC3	Ev. Thursday	NavScol Command, Treasure Island San Francisco, Calif.
Damage Controlmen, Class A	12 wks.	FA, FN, SA, SN, DC3	Ev. 4 wks.	NavScol Command, Treasure Island San Francisco, Calif.
Firefighting School				
Five Day Course		Off. and Enl.	Ev. Monday	NavScol Command, Treasure Island San Francisco, Calif.
Two Day Course			Ev. Monday and Wednesday	NavScol Command, Treasure Island San Francisco, Calif.
FF Instructors Course	6 wks.	Off. and Enl. (PO2 and above) whose duties require a knowledge of this course.		NavScol Command, Treasure Island San Francisco, Calif.
Supply Corps Basic Qualification Course	26 wks.	Supply Corps Officers	As Authorized by BuSandA.	Navy Supply Corps School Athens, Ga.
MDAP	6 wks.		As Authorized by BuPers.	
Chemical Corps School Naval Atomic Biological and Chemical Warfare Defense Course	5 wks.	Officers whose duties require a knowledge of this course.	Once each month.	Navy Unit, Chemical Corps School Fort McClellan, Ala.
Psychological Warfare (No. 33-0-1)	8 wks.	Officers — LTJG thru CDR.	Scheduled by Army	Psychological Warfare Center Fort Bragg, N. C.
Quartermaster Subsistence School Subsistence Technology	23 wks.	Officers — As determined by BuSandA.	Annual — Jan., and Jul.	Quartermaster Subsistence School 1819 W. Pershing Road, Chicago, Ill.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
FUNCTIONAL TRAINING ACTIVITIES				
Advanced Undersea Weapons School			18 July; 15 Aug; 12 Sept; 10 Oct; 7 Nov.	Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Aviation Weapons A-3	20 wks.	Off. and Enl. whose duties require a knowledge of this course. TMs, 3rd Class, and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Mark 90 Mod O, AB-1	8 wks.	Off. and Enl. Officers 1100 and/or 1300. AT, ET2, TM2 and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Torpedo Test Instrument Repairman, TTIR, Section I	4 wks.	AUW grads TM3 and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Torpedo Test Instrument Repairman, TTIR, Section II	4 wks.	AUW grads TM3 and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Torpedo Test Instrument Repairman, TTIR, Section III	4 wks.	AUW grads TM3 and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Torpedo Test Instrument Repairman, TTIR, Section IV	4 wks.	AUW grads TM3 and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Deep Sea Divers				
Diving Officers	26 wks.	Officers, Line. No prior diving training necessary.	5 July; 6 Sept.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Diving Officers	21 wks.	Officers, Line. Qualify as Salvage Officer or Diver, Second Class is a prerequisite.	1 Aug; 3 Oct.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Diving Officers	10 wks.	Officers, Line. No prior training.	1 Aug; 3 Oct; 5 Dec.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Medical Officers	10 wks.	Officers, Medical. No prior training.	3 Oct.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Medical Deep Sea Diving Technician	27 wks.	Enlisted. HM2 and above. No prior diving training required.	1 Aug; 3 Oct; 5 Dec.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Divers, First Class	21 wks.	Enlisted. BM3, DC3, EN3, FP3, GM3, ME3, MM3, MN3, TM3, EM3 and above. Qualify as Salvage Diver or Diver, Second Class is a prerequisite.	1 Aug; 3 Oct; 5 Dec.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Divers, First Class Refresher	10 wks. or less	Enlisted. Former Master Divers or Divers, First Class whose designators have lapsed continuously for more than one year.	5 July; 5 Sept; 7 Nov.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Divers, First Class Requalification	2 wks. or less	Enlisted. Former Master Divers or Divers, First Class whose designators have lapsed continuously for less than one year.	Ev. Monday	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Helium Oxygen Refresher	2 wks.	Off. and Enl. Diving Officers, Diving Medical Officers, Master Divers, Divers, First Class, and Medical Deep Sea Diving Technicians.	1 Aug; 26 Sept; 28 Nov.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Explosive Ordnance Disposal Basic Explosive Ordnance Disposal	23 wks.	Off. and Enl. For non-grads of NavScol, Underwater Swimmers, enrollment in that school is a prerequisite. Officers under 40; enlisted under 31.	25 July; 22 Aug; 19 Sept; 17 Oct; 14 Nov.	Naval Powder Factory, Indian Head, Md.
UDT/Explosive Ordnance Disposal	12 wks.	Off. and Enl. Qualified divers, second class.	5 July; 3 Oct.	
Land Ordnance Disposal	12 wks.	Off. and Enl. Available for Army, Air Force and Marine Corps.	5, 18 July; 1, 15, 29 Aug; 12, 26 Sept; 10, 24 Oct; 7, 21 Nov.	
Special Weapons Disposal	4 wks.	Off. and Enl. Must have completed one of the above courses with a grade of 85 per cent or higher.	5, 18 July; 1, 15, 29 Aug; 12, 26 Sept; 10, 24 Oct; 7, 21 Nov.	
Explosive Ordnance Disposal Refresher	6 wks.	Off. and Enl. Graduates of basic EOD course or UDT/EOD course.	25 July; 22 Aug; 19 Sept; 17 Oct; 14 Nov.	
Land Ordnance Disposal Refresher	3 wks.	Off. and Enl. Graduates of Land Ordnance course.	18 July; 15 Aug; 12 Sept; 10 Oct; 7 Nov; 5 Dec.	
Special Weapons Disposal Refresher	2 wks.	Off. and Enl. Graduates of Special Weapons Disposal course.	11, 25 July; 8, 22 Aug; 5, 19 Sept; 3, 17, 31 Oct; 14, 28 Nov.	
Fire Fighters Fire Fighting	2 days	Off. and Enl. requiring this tng.	Ev. Monday, Friday.	NavScol, NavSta, Treasure Island, San Francisco, Calif.
Fire Fighting	5 days	Off. and Enl. requiring this tng.	Ev. Monday	NavScol, NavSta, Treasure Island, San Francisco, Calif.
Fire Fighting Instructors	6 wks.	Officers and PO2s and above.	11 July; 1, 22 Aug; 12 Sept; 3, 24 Oct.	NavScol, NavSta, Treasure Island, San Francisco, Calif.
Fire Fighting	2 days	Off. and Enl. requiring this training.	Ev. Monday, Friday.	Damage Control Training Center, Philadelphia, Pa.
Fire Fighting	5 days	Off. and Enl. requiring this tng.	Ev. Monday.	Damage Control Training Center, Philadelphia, Pa.
Fire Fighting Instructors	6 wks.	Officers and PO2s and above.	1 Aug; 12 Sept; 24 Oct.	Damage Control Training Center, Philadelphia, Pa.
Aircraft Carrier Fire Fighting	5 days	Personnel assigned to aircraft carriers.	11 July; 8 Aug; 6 Sept; 3, 31 Oct; 28 Nov.	Damage Control Training Center, Philadelphia, Pa.
Guided Missiles School Guided Missiles Indoctrination	2 wks.	Officers. Scheduled for assignment to administrative, planning or control billets concerned with surface-launched guided missiles.	18 July; 26 Sept.	Guided Missiles School, Fleet Air Defense Training Center, Dam Neck, Virginia Beach, Va.
SSM Officers	12 wks.	All Officers, LCDR and below, having 1100, 1710, 1750 and 1300 designators.	18 July.	Guided Missiles School, Fleet Air Defense Training Center, Dam Neck, Virginia Beach, Va.
Guided Missiles School Guided Missiles Indoctrination	2 wks.	Officers scheduled for assignment to administrative, planning or control billets concerned with surface-launched guided missiles.	18 July; 10 Oct.	Guided Missiles School, Pomona, Calif.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
SAM Officers	12 wks.	Officers, LCDR and below, having 1100, 1710, 1750 and 7660 designators.	26 Sept.	Guided Missiles School, Pomona, Calif.
Harbor Defense				
Harbor Defense Installation and Maintenance	12 wks.	Line Officers with minimum of one year sea duty.	1 Aug.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Harbor Defense Operations	6 wks.	Line Officers with minimum of one year sea duty.	7 Nov.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Harbor Defense Overview	2 wks.	Line Officers with minimum of one year sea duty.	1 Aug; 7 Nov.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Harbor Defense Electrician's Mates	10 wks.	EM3/IC3 and above, and identified EM/IC strikers who are graduates of applicable Class A school.	19 Sept.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Harbor Defense Sonarman	8 wks.	SO3 and above, and identified strikers.	1 Aug; 17 Oct.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Harbor Defense Boatswain's Mates	7 wks.	BM2 and above.	31 Oct.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Mine Warfare				
Aviation Mine Warfare Familiarization	3 wks.	LTJGs and above.	15 Aug; 14 Nov.	NavScol, Mine Warfare, Yorktown, Va.
Aviation Mines Maintenance	9 wks.	Officers whose duties require a technical knowledge of aviation mines.	15 Aug; 10 Oct.	NavScol, Mine Warfare, Yorktown, Va.
Submarine Mine Warfare Familiarization	1½ wks.	Submarine Officers.	25 July	NavScol, Mine Warfare, Yorktown, Va.
Introduction to Mine Warfare	1 wk.	CDR and above.	24 Oct; 28 Nov.	NavScol, Mine Warfare, Yorktown, Va.
Surface Mine Warfare Familiarization	3 wks.	Officers whose duties require familiarization in mine warfare.	8 Aug; 19 Sept; 31 Oct.	NavScol, Mine Warfare, Yorktown, Va.
Prospective Engineer Officer	5 wks.	Officers assigned or ordered to duty as engineer officers of minesweeping vessels.	18 July; 26 Sept.	NavScol, Mine Warfare, Yorktown, Va.
Mine Warfare Staff Officers	20 wks.	Officers with previous mine warfare experience being assigned as mine warfare staff officers.	19 Sept.	NavScol, Mine Warfare, Yorktown, Va.
Mines Maintenance	13 wks.	Officers whose duties require a technical knowledge of mines.	12 Sept.	NavScol, Mine Warfare, Yorktown, Va.
Minesweeping Officers	8 wks.	Officers whose duties require a working knowledge of mine countermeasures.	1 Aug; 12 Sept; 17 Oct.	NavScol, Mine Warfare, Yorktown, Va.
Introduction to current Theories of Offensive Mine Planning	4 wks.	Officers with previous mine warfare experience whose duties require a knowledge of mine warfare planning.	6 Sept.	NavScol, Mine Warfare, Yorktown, Va.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Mines Assembly Refresher	3 wks.	Officers and enlisted personnel who are qualified mine firing mechanism technicians.	1 Aug; 7 Nov.	NavScol, Mine Warfare, Yorktown, Va.
Net				
Net	6 wks.	General Line officers.	1 Aug; 10 Oct.	NavScol, Net, Tiburon, Calif.
Net	9 wks.	BM3 and above.	1 Aug; 10 Oct.	NavScol, Net, Tiburon, Calif.
Net Refresher	2 wks.	Above categories.	1 Aug; 10 Oct.	NavScol, Net, Tiburon, Calif.
Salvage				
Salvage Officers	14 wks.	Line officers. No prior diving training required.	26 Sept.	NavScol, Salvage Bayonne, N. J.
Salvage Officers	10 wks.	Line officers. Earlier qualification as diver, second class required.	18 July; 24 Oct.	NavScol, Salvage Bayonne, N. J.
Salvage Officers	5 wks.	Prospective COs of ships whose mission includes salvage; and EDC officers. No earlier diving training required.	5 July; 10 Oct.	NavScol, Salvage Bayonne, N. J.
Salvage Divers	15 wks.	BM3, DC3, EN3, FP3, GM3, ME3, MM3, MN3, TM3, EM3, HM3, and above; and identified strikers.	11 July; 12 Sept; 7 Nov.	NavScol, Salvage Bayonne, N. J.
Salvage Divers	10 wks.	BM3, DC3, EN3, FP3, GM3, ME3, MM3, MN3, TM3, EM3, HM3, and above; and identified strikers.	15 Aug; 17 Oct.	NavScol, Salvage Bayonne, N. J.
Salvage Divers Refresher	5 wks.	Former salvage divers whose designators have lapsed continuously for more than one year.	15 Aug; 24 Oct.	NavScol, Salvage Bayonne, N. J.
Salvage Divers Requalification	1 wk.	Former salvage divers whose designators have lapsed continuously for less than one year.	Ev. Monday.	NavScol, Salvage Bayonne, N. J.
Divers, Second Class	6 wks.	Line officers and BM3, DC3, EN3, FP3, GM3, ME3, MM3, MN3, TM3, EM3, HM3, and above; and identified strikers.	11 July; 12 Sept; 7 Nov.	NavScol, Salvage Bayonne, N. J.
Divers, Second Class Refresher	2 wks.	Former divers, second class, whose designators have lapsed continuously for more than one year.	8 Aug; 10 Oct; 5 Dec.	NavScol, Salvage Bayonne, N. J.
Divers, Second Class Requalification	1 wk.	Former divers, second class, whose designators have lapsed continuously for less than one year.	Ev. Monday.	NavScol, Salvage Bayonne, N. J.

(NOTE: All personnel, except those entering the Salvage Officers course (5 weeks) must: 1.) Be volunteers; 2.) meet the psychological standards prescribed by BuMed Manual; 3.) comply with BuPers Inst. 1500.15 "Selection of candidates for diving instruction," in addition to eligibility requirements listed above.)

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 31 - Announced the convening of a selection board to recommend warrant officers for promotion.

No. 32 - Announced the convening of a selection board to recommend line officers on active duty for temporary promotion to the grade of rear admiral.

No. 33 - Announced establishment of new postal service to be known as certified mail.

No. 34 - States that reduction of frequency of permanent change of station is necessary and outlines steps to be taken to achieve this end.

No. 35 - Describes civil defense public action signals, and states that naval installations will adopt these signals and coordinate efforts with local civil defense authorities.

No. 36 - Announced the approval by SecNav of the report of a selection board which recommended Regular Navy warrant officers for promotion.

No. 37 - Announced the convening of a selection board to recommend officers of the Medical Corps, Supply Corps, Chaplain Corps and Civil Engineer Corps for temporary promotion to the grade of rear admiral.

No. 38 - Concerned the use and distribution of certain drugs.

BuPers Instructions

No. 1120.7B - Outlines eligibility requirements and processing procedures whereby enlisted personnel of the Regular Navy may apply for appointment to the active list of the Regular Navy in the line or Staff Corps in the grade of ensign.

No. 1120.18B - Outlines the policies and procedures for the submission of applications from male quali-



"Hey, Murphy, throw in a new ball . . ."

fied personnel of the Regular Navy for appointment to the grade of ensign in the Regular Navy for limited duty only, and acquaints applicants with the provisions of law affecting them.

No. 1130.4B - Authorizes the enlistment or reenlistment in the Regular Navy of Naval Reserve personnel serving on active duty.

No. 1133.3B - Describes steps taken to encourage maximum reenlistment of qualified Navy enlisted personnel through a positive and continuing all-hands reenlistment program.

No. 1210.6 - Concerns the procedure for effecting change of designator codes for officers of the U. S. Navy and the U. S. Naval Reserve.

No. 1320.1D - Provides revised accounting data and other instructions, including prompt forwarding of copies of orders to intermediate and ultimate duty stations in connection with travel orders.

No. 1414.1C - Sets forth the auditory requirements for sonarman and sonarman strikers.

No. 1520.43 - Notifies eligible officers of the establishment of a nine-and-one-half-month course of instruction at the General Line School.

No. 1530.21A - Furnishes information as to administrative procedures in the case of naval enlisted

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 9.

1. (b) Patrol squadrons.
2. (a) Submarine Patrol.
3. (c) USS Pittsburgh.
4. (c) Caliber of ship's guns.
5. (a) Transport submarine.
6. (b) USS Perch.

personnel who are accepted to the U. S. Military Academy, U. S. Air Force Academy or the U. S. Coast Guard Academy.

No. 1626.16 - Discusses review of discharge.

No. 1747.1A - Amplifies and emphasizes the assistance and services available from the Navy Relief Society to naval personnel and their dependents.

No. 4651 - Announces regulations governing the procurement and use of the new Transportation Requests.

No. 5321.1A - Gives instructions for the preparation of the Roster of Officers (Form NavPers 353; Rev. 6-55).

No. 5321.2A - Announces revised instructions applicable to both officer and enlisted personnel allowances and complements, and implements OpNav Inst. 01000.8 which involves the enlisted allowances of continental shore activities.

All-Navy Talent Contest Ready for Second Showing

Do you sing, dance, or act? If you do, then here's your chance to be discovered.

It's the Second All-Navy Talent Contest sponsored by the Chief of Naval Personnel.

This contest, designed to discover, develop, and encourage talent regardless of previous amateur or professional standing, will give ships and stations the chance to stage their own talent shows as the preliminary step leading to the All-Navy finals.

The finals in this year's sea service talent search will be held on 15 Sep 1955 at St. Albans Naval Hospital, Long Island, N. Y. In between the preliminaries and the finals will be the area eliminations.

Acts in the All-Navy finals will be further screened for appearance on Ed Sullivan's "Toast of the Town" television show to be telecast on 18 Sep 1955.

Entry blanks may be obtained from your ship or station Special Services Officer. Three copies should be prepared for each act entered. Two copies must be forwarded to the Bureau (Attn: Pers G11) to arrive no later than 27 Aug 1955.

All details concerning this year's Talent Contest may be found in BuPers Notice 1700 of 24 Jun 1955.

BOOKS THIS MONTH'S SELECTIONS HIT NEW LOWS AND HIGHS

WE WERE ALL up in the air about last month's selection of books but this month, we're about as low as possible. Three books about deep sea diving lead the list of those selected by the Bureau library staff for your information and pleasure.

Although deep—2000 fathoms—one selection makes especially fascinating reading. Written by two members of the French Underseas Research Group, Georges S. Houot and Pierre H. Willm, **2,000 Fathoms**

Down reports the three years' work that went into the successful dives of the bathyscaphe FNRS-3.

The book tells of the attendant headaches during construction, the testing, checking and unexpected problems that were preliminary to her first, unmanned dive; with her crew going down further and further and still finding new difficulties; learning new skills and coping with assorted breakdowns, overhauls and refits. From coastal France, to the Mediterranean and then to the Atlantic, where their goal is reached when they descend more than 13,000 feet. This tells the story of the capabilities and efficiency of their submersible and presents a vivid picture of the underwater face of the earth.

The two other diving books are primarily concerned with skin-diving as sport and hobby. In **Sport Diving and Underwater Swimming**, John Sweeney tells in detail what equipment is needed, how to care for it, how to use it. He explains how to gain experience with face and mask and flippers in shallow dives; how to use an aqualung; the techniques of spear-fishing. He describes his own experiences of underwater exploration in Bermuda, of teaching frogmen to swim and dive in Canada, and of his career as a professional skin-diver. **Underwater Sport**, by Albert VanderKogel and Rex Lardner, is a how-to-do-it book on skin-diving, spear-fishing, aqua-lunging, underwater photography and the magic of what you see and where you see it.

Two other selections are also concerned with the sea. Both relate to what are now significant historical events. One, **Christopher Columbus, Mariner**, by RADM Samuel Eliot Morison, USNR, is written as a straightforward narrative of one of the greatest adventure stories of all time. It is the story of Columbus the seaman, written by a navigator who actually followed Columbus' original courses under sail and who underwent similar hazards of wind and sea.

The Battle of Midway, by CAPT Mitsuo Fuchido, tells why that fateful battle was planned and how it was fought from the Japanese side. The author, who was at that time

senior air wing commander in the carrier task force, tells details of the battle that was the turning point of the Pacific War. It is now history that the Japanese forces suffered a defeat so grave that the details were kept the guarded secret of a limited circle even within the Japanese Navy. It is the author's opinion that the Pacific War was started by men who did not understand the sea and fought by men who did not understand the air.

Another selection is about as far from the sea as possible. **Tiger of the Snows**, by Tenzing Norgay and James R. Ullman, is the official autobiography of Tenzing of Everest. Written in the style of "This is what happened," Tenzing tells of one of the greatest adventures of man—the conquest of Mt. Everest, and in so doing clears up many of the points of earlier conflict.

Civil War fans may reap a comfortable crop this month. Three books, each depicting a different aspect of the same event, have been chosen. **Decisive Battles of the Civil War**, by LTCOL Joseph Mitchell, is in the nature of a text book. The student of military history will find it of value in setting up pinpoint maps of successive campaigns in the East and West. From Fort Sumter to the final action the whole tactical pattern is presented. **Civil War on the Western Border**, by Jay Monaghan, is something else again. Here, the author (who has written many earlier books concerning the Civil War), concerns himself chiefly with the struggle in and around Missouri. In this area, the struggle to swing the state either to the North or to the South, frequently took the form of nightriders, of Indian tribes persuaded by white men to go again on the warpath against other whites, of guerrilla warfare by men who were never quite sure on whose side they were, as well as almost formal battles.

On the other hand, the highly readable **The Land They Fought For**, by Clifford Dowdey, tells the story from the Confederate viewpoint. Mr. Dowdey starts his story in 1832 with the Nullification Act, and divides his book into four parts. The first is concerned with the 30 years preceding secession, which he terms "The Cold War." The second portion treats of secession and the first 18 months of the war; the third takes the story from Antietam through Lincoln's reelection; and the fourth tells of the South's collapse and surrender.

SONGS OF THE SEA



To Be At Sea

To sail away from home
Has little misery,
If one can cherish thoughts
Of living on the Sea.

To be at Sea has splendor,
Joys too seldom known,
Erasing heavy burdens
On thoughts of leaving home.
Watching the sun awaken,
Sprays of ocean blue,
Fills one's heart with joy
Known only to a few.
Counting lights of port,
Or beacons in the night,
Gives one a sense of power,
Of greatness, and of might.
To sleep and then awaken,
Smelling sprays of salt,
One may live in bliss,
For the Sea has little fault.
Keep your cities of steel,
That's not the place for me,
For there is no greater life
Than to be at Sea.

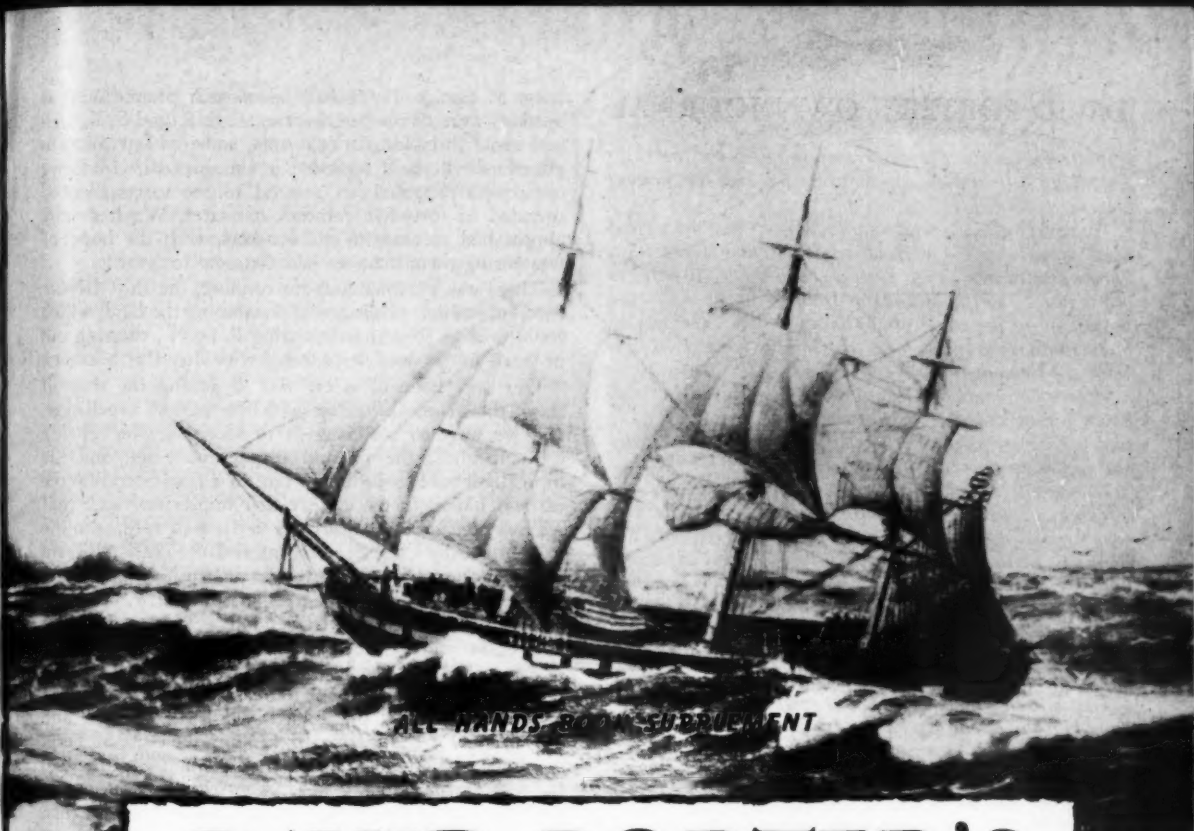
—T. J. Manijak, USNR

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DAVID PORTER'S OWN JOURNAL

Captain David Porter, commanding officer of *uss Essex*, tells in his own words, details of his memorable trip around Cape Horn, his raids on the British whaling industry, and of his adventures in the fabulous South Seas.

Even among the colorful personalities of the early U. S. Navy, David Porter (1780-1843) led an unusual career. Appointed midshipman in 1798, he served in the West Indies and then in the war with Tripoli. In 1803, he was captured with Philadelphia off the coast of Tripoli, and remained a prisoner until peace was declared in 1805.

Porter achieved his greatest success in the War of 1812 as commanding officer of the famed Essex (which earlier had been commanded by Captain Wm. Bainbridge during the war with Tripoli). In the first year of that war, Porter captured several British ships carrying troops to Halifax, and the British war vessel Alert. Then, under orders to harry British whaling industry in the Pacific, he sailed Essex around Cape Horn (thus giving Essex the distinction of being the first American man-of-war to enter the Pacific just as, in 1800, she was the first to round the Cape of Good Hope).

Essex arrived at Valparaiso in March 1813, with all

hands suffering from lack of water, food and supplies after a difficult passage around Cape Horn. Fortunately for Porter and the crew of Essex, Peru's allegiance to Spain, then an ally of England, had been broken off shortly before their arrival.

For six months, Porter cruised off the barren Galapagos Islands and during the periods in which he was not pursuing and capturing British whalers, he was able to make valuable contributions to the geographical information concerning the islands. Prizes were made of 12 British whalers, nearly half the total in the Pacific and sufficient to break up the whole trade, since the remainder were afraid to venture out of port. The best prize was commissioned as Essex Junior, under the command of Lieutenant John Downes. During this time, the captured

From *A Voyage in the South Seas*, by Captain David Porter, USN; published by Sir Richard Phillips & Co., London, 1823.

DAVID PORTER'S OWN JOURNAL

ships served as the only source of supplies for the ships and men, with the exception of wood and the famous Galapagos tortoises.

However, after several months, Essex was in serious need of overhaul. To avoid capture while defenseless, Porter headed across the Pacific, traveling 3000 miles to the southwest to the Marquesas Islands, of which he took possession in the name of the United States. His adventures in those islands form the major portion of this book supplement.

After two months of thorough overhauling, Essex and Essex Junior sailed from their pleasant surroundings to search for more prizes. Porter returned to Valparaiso without finding any more British whalers.

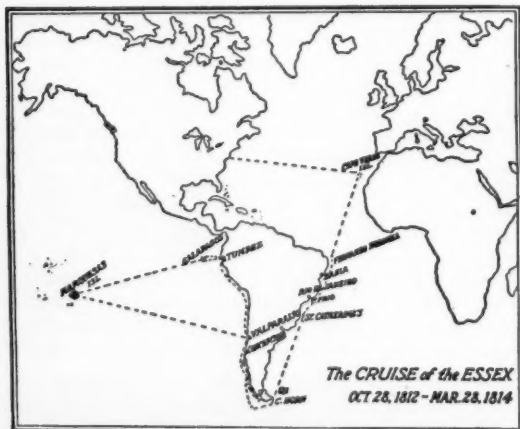
Meanwhile, the alarmed British authorities had ordered a strong squadron to the South Pacific for the sole purpose of dealing with Porter. In 1814, Essex was blockaded by British ships in the neutral harbor of Valparaiso. Porter escaped to sea, but a squall disabled his ship, forcing him back to the coast. While still disabled, he was attacked by the British and, after a hard-fought battle, his ship a wreck and guns silenced, he was finally forced to surrender to save the men who still remained alive.

This month's book supplement might be of interest to those Navy men who have passed from the Atlantic to the Pacific Ocean (or vice versa) via the Panama Canal, for it opens with the passage of Essex also moving from one ocean to another, under somewhat different circumstances, via Cape Horn.

AT FOUR O'CLOCK, the appearance of a strong current, which was indicated by a violent ripple, and an unusual quantity of kelp, some of which, as though it had been dead and drying on the beach for some time, together with considerable flocks of birds, much resembling geese, induced me to believe that I must be very near the shore.

I therefore caused a good look out to be kept, took in top-gallant-sails, double-reefed the topsails, furled the mainsail, and had every thing prepared, in case it should be necessary to haul our wind; and at half-past six had

CHART from Porter's records shows path taken by Essex during her two-year raiding cruise among British whalers.



cause to rejoice that I had taken such precautions, as breakers were discovered, bearing E. S. E. and S. E., distant about three-fourths of a mile, and in a few minutes afterwards the land appeared in the same direction: we consequently hauled on a wind to the eastward, and sounded in forty-five fathoms of water. We had now approached so close to the breakers, with the hope of weathering them, that we had no room to wear.

There was a tremendous sea running, the ship driving fore-castle under; no chance of weathering the land, which could now be seen ahead, bearing E. by N., running out in small lumps, and surrounded with dreadful breakers.

Our only hope of safety was in getting the ship in stays; the mainsail was set with the utmost expedition, and we were so fortunate as to succeed: after getting the ship about the jib and spanker were set, and the top-gallant-yards sent down; but, in a few moments, the jib was blown to pieces. My first impression was, that we had been set by the currents to the westward, into the bay formed by Cape St. Vincent and the coast of Terra del Fuego; and, as the gale was increasing, and night fast approaching, the thick weather continuing, the wind directly on shore, with a tremendous sea, I saw no prospect of saving the ship, but by carrying a heavy press of sail to keep off the lee shore until the wind changed. No doubts now remained as to our being in the straits. I therefore directed the helm to be put a-weather, and made all sail to the southward, keeping the coast of Terra del Fuego close a-board; and, as we undoubtedly had the first of the tide, we were swept through with great rapidity, and at nine o'clock were clear of the straits.

I now considered myself in a good position to meet vessels plying between Conception and Valparaiso: and as neither the health of the crew, the state of my provisions, nor the distresses of the ship, rendered my going into port absolutely necessary, I determined to keep the sea awhile longer, in hopes of meeting some of the enemy's ships, and thereby obtain such supplies as would render it entirely unnecessary to make ourselves known on the coast, until we were about quitting it.

During the following months, Essex and Captain Porter were exceedingly busy. In addition to immobilizing the British whaling industry, he had increased his fleet by converting one of his captured vessels into a supply ship, Essex Junior, under the command of his assistant, Lieutenant Downes. Here is his report before departure for a much-needed overhaul.

NOW I SHALL NOTICE the important services rendered by our coming into the Pacific. In the first place, by our captures we had completely broken up the important branch of British navigation, the whale-fishery of the coast of Chile and Peru, having captured all their vessels engaged in that pursuit except the ship *Comet*.

By these captures we had deprived the enemy of property to the amount of two and a half millions of dollars, and of the services of three hundred and sixty seamen, that I liberated on parole, not to serve against the United States until regularly exchanged. We had effectually prevented them from doing any injury to our own whale-ships, only two of which have been captured, and their captures took place before our arrival. Shortly after my appearance in those seas, our whale-ships, which had taken refuge at Conception and Valparaiso, boldly ventured to sea in pursuit of whales. On the arrival of

Essex Junior at Valparaiso, four of them had returned there with full cargoes, and were waiting for a convoy to protect them some distance from the coast, that they might be enabled to take advantage of the winter season for getting into a port of the United States. This Lieut. Downes was able to do.

I had determined, should he not return in time, to leave letters for him, and proceed to either the Marquesas or Washington Islands, where I intended to clean my ship's bottom, overhaul her rigging, and smoke her to kill the rats. These had increased so fast as to become a most dreadful annoyance to us, by destroying our provisions, eating through our water-casks, thereby occasioning a great waste of our water, getting into the magazine and destroying our cartridges, eating their way through every part of the ship, and occasioning considerable destruction of our provisions, clothing, flags, sails, etc. It had become dangerous to have them any longer on board; and as it would be necessary to remove everything from the ship before smoking her, and probably to heave her out to repair her copper, which in many places was coming off, I believed that a convenient harbour could be found among one of the groups of islands that would answer our purpose, as well as furnish the crew with such fresh provisions and vegetables as might be necessary during our stay there.

ON THE MORNING of the 24th, discovered the island of Rooahooga (so called by the natives, but by us Adams' Island) one of the Washington Group [part of the Marquesas in the middle of the South Pacific]. Its aspect, on first making it, was little better than the barren and desolate islands we had been so long among. But on our nearer approach, the fertile valleys, whose beauties were heightened by the pleasant streams and clusters of houses, and groups of natives on the hills inviting us to land, produced a contrast much to the advantage of the islands we were now about visiting. Indeed, the extreme fertility of the soil, as it appeared to us after rounding the S. E. point of the island, produced sensations we had been little accustomed to, and made us long for the fruits with which the trees appeared everywhere loaded.

It seems strange how a people, living under no form of government that we could ever perceive, having no chiefs over them who appear to possess any authority, having neither rewards to stimulate them to exertion, nor dread of punishment before them, should be capable of conceiving and executing, with the rapidity of lightning, works which astonished us. They appear to act with one mind, to have the same thought, and to be operated on by the same impulse. They can be compared only to the beavers, whose instinct teaches them to design and execute works which claim our admiration. Of all the labours, that which most surprised me was, carrying the [ship's] gun to the mountains [to be used for defense or warning]. I have since, with much difficulty, and at the hazard of breaking my neck, travelled the path by which it was carried, or rather I have scrambled along the sides of the precipices, and climbed the almost perpendicular rocks and mountains, to the summits of which they succeed in raising it; and I never should have believed it possible that a people so devoid of artificial means of assisting labour, should have been able to perform a task so truly herculean.

I inquired by what manner they had divided the labour



TO PROTECT the lives of the natives of Marquesas Islands, Porter found it necessary to subdue warlike Typees.

among themselves, in order that each might share his proportion of the weight. They told me they had carried it by valleys, that is, the people of one valley had agreed to take it a certain distance, when it was to be received and carried on by those of another valley, and so on to the top of the mountain. This was all the information I could obtain on the subject.

As I before remarked, they have no chiefs who appear to assume any authority over them. They have only patriarchs, who possess solely the mild and gentle influence of a kind and indulgent father among his children. One of the chiefs, Gattanewa, owns much land, and his tenants pay him in kind. When presents are to be made to us, he calls upon them for his due in hogs, cocoa-nuts, bananas, or bread-fruit; other landholders follow his example, the contributors assemble before his house, one with two or more cocoa-nuts, a bunch of bananas, one or two bread-fruit, a hog, a stalk of sugarcane, or a root of taro. When all are collected, Gattanewa, his son, or grandson, takes the lead, and they march in one line for the camp, to the number of two or three hundred.

BY THE TIME [the village where our crew was to live on the island] was completed, everything had been taken out of the frigate, and the powder and provisions deposited on board the prizes. The ship had been thoroughly smoked with charcoal, to destroy rats, which, on opening the hatches, were found in great numbers dead about the large pots in which the fires were made. Several tubs full of them were collected and thrown overboard, and it was supposed that, exclusive of the young, which were killed in the nests, and could not be found, we had not destroyed a less number than from twelve to fifteen hundred. The caulking and other repairs on the ship went on with much expedition and regularity, and among other defects we found our main-topmast in a very decayed state.

THE TRIBES OF THE Taeahs, the Happahs, and Shoumees [which were on friendly terms with Porter and his



ALTHOUGH Commodore David Porter won fame for *Essex* cruise, he also did other valuable services for Navy.

crew], now made complaints of the insults and aggressions of the Typees. One tribe they [the Typees] had threatened to drive off the land; they had thrown stones at, and otherwise insulted individuals of the other tribes. The Taeahs and Happahs became very solicitous for war, and began to utter loud complaints that (as all the other tribes in the island had formed an alliance with me) they should be tolerated in their insolence, and excused from supplying us as the rest had done. The more distant had now discontinued bringing in their supplies, and the other tribes had fallen off considerably, complaining that we had nearly exhausted all their stock, while the Typees were enjoying abundance. Lead us to the Typees, said they, and we shall be able to furnish you from their valley; you have long threatened them; their insults have been great; you have promised to protect us against them, and yet permit them to offer violence to us; and while you have rendered every other tribe tributary to you, you permit them to triumph with impunity. Our canoes are in readiness, our warriors impatient, and for less provocations, had you not been here, we should have been engaged in hostilities. Let us punish those Typees; bring them on the same terms to which we have agreed, and the whole island will then be at peace, a thing hitherto unknown, but the advantages of which we can readily conceive. These were the sentiments expressed by the chiefs and warriors of the Taeahs and Happahs.

Finding that it was absolutely necessary to bring the Typees to terms, or endanger our good understanding with the other tribes, and consequently our own safety, I resolved to endeavour to bring about a negotiation, and to back it with a force sufficient to intimidate them.

We arrived at the Typee landing at sunrise, and were joined by ten war canoes from the Happahs; the *Essex Junior* soon after arrived and anchored. The tops of all the neighbouring mountains were covered with the Taeah and Happah warriors, armed with spears, clubs, and slings; the beach was lined with the warriors who came with the canoes, and who joined us from the hills. Our

force did not amount to a less number than five thousand men, but not a Typee or any of their dwellings were to be seen; for the whole length of the beach, extending upwards of a quarter of a mile, was a clear level plain, which extended back about one hundred yards. A high and almost impenetrable swampy thicket bordered on this plain, and the only trace we could perceive, which, we were informed, led to the habitations, was a narrow pathway which wended through the swamp. The canoes were all hauled on the beach, the Taeahs on the right, the Happahs on the left, and our four boats in the centre.

We soon came to the place for fording a river; in the thick bushes of the opposite banks of which, the Typees, who were here very numerous, made a bold stand, and showered on us their spears and other missiles. Here our advance was for a few minutes checked, the banks of the river being remarkably steep, but particularly on the side we were, which would render our retreat difficult and dangerous in case of a repulse. The stream was rapid, the water deep, and the fording difficult and hazardous on account of the exposed situation we should be in while crossing. We endeavoured in vain to clear the bushes of the opposite banks with our musketry.

The stones and spears flew with augmented numbers. Finding that we could not dislodge them, I directed a volley to be fired, three cheers to be given, and dash across the river. We soon gained the opposite bank, and continued our march, rendered still more difficult by the underwood, which was here interlaced to that degree, as to make it necessary sometimes to crawl on our hands and knees to get along. We were harassed as usual by the Typees for about a quarter of a mile through a thicket which, at almost any other time, I should have considered impenetrable.

On emerging from the swamp, we felt new life and spirits; but this joy was of short duration, for on casting up our eyes, we perceived a strong and extensive wall of seven feet in height, raised on an eminence crossing our road, and flanked on each side by an impenetrable thicket.

Finding we could not dislodge them, I gave orders for pushing on and endeavouring to take it by storm. But some of my men had by this time expended all their cartridges, and there were few who had more than three or four remaining. This discouraging news threw a damp on the spirits of the whole party.

My number was now reduced to nineteen men; there was no officer but myself; the Indians had all deserted me except Mouina; and to add to our critical and dangerous situation, three of the men remaining with me were knocked down with stones.

We retreated for a few paces, and in an instant the Indians rushed on us with hideous yells. The first and second which advanced were killed at the distance of a few paces, and those who attempted to carry them off were wounded.

This checked them, they abandoned their dead, and precipitately retreated to their fort.

THE BEHAVIOUR of the friendly natives, and particularly the Happahs, after this supposed defeat of my party, convinced me I had now no alternative, but to prove our superiority by a successful attack upon the Typees. It was obvious that the whole of the tribes would join the conquering side, and I became fully convinced that the safety of my people, as well as the inter-

ests of my government, would be compromised by any delay in the renewal of hostilities.

Accordingly, the next day I determined to proceed with a force which I believed they could not resist, and selected two hundred men from the *Essex*, the *Essex Junior* (which had now arrived) and from the prizes. I directed boats to be prepared to start with them before daylight next morning, and cautioned every one to be secret as to my intentions, not wishing to be annoyed by the noise and confusion of either of the tribes of Indians, whom we had always found useless to us. In the evening, the boats being leaky and unable to carry the men, I caused the party to be sent on shore, and determined to go by land. We had a fine moonlight night, and I hoped to be down in the Typee valley long before daylight.

On ascending a ridge, we halted to take breath, and view, for a few minutes, this delightful valley. It was about nine miles in length, and three or four in breadth, surrounded on every part, except the beach, where we formerly landed, by lofty mountains.

A large assemblage of Typee warriors were posted on the opposite banks of the river (which glided near the foot of the mountain) and dared us to descend. In their rear was a fortified village, secured by strong stone walls; drums were beating and war conchs were sounding in several parts, and we soon found they were disposed to make every effort to oppose us.

As soon as we reached the foot of the mountain we were annoyed by a shower of stones from the bushes, and from behind the stone walls; but as we were also enabled to shelter ourselves behind others, and being short of ammunition; I would not permit any person to fire. After resting a few minutes, I directed the scouting parties to gain the opposite bank of the river, and followed with the main body.

Although we were greatly annoyed with stones, that fortified village was taken without any loss on our side. Their chief warrior and another were killed, and several wounded. They retreated only to stone walls situated on higher grounds, where they continued to sling their stones and throw their spears.

We continued our march up the valley, and at length arrived at their capital, for it deserves the name of one.

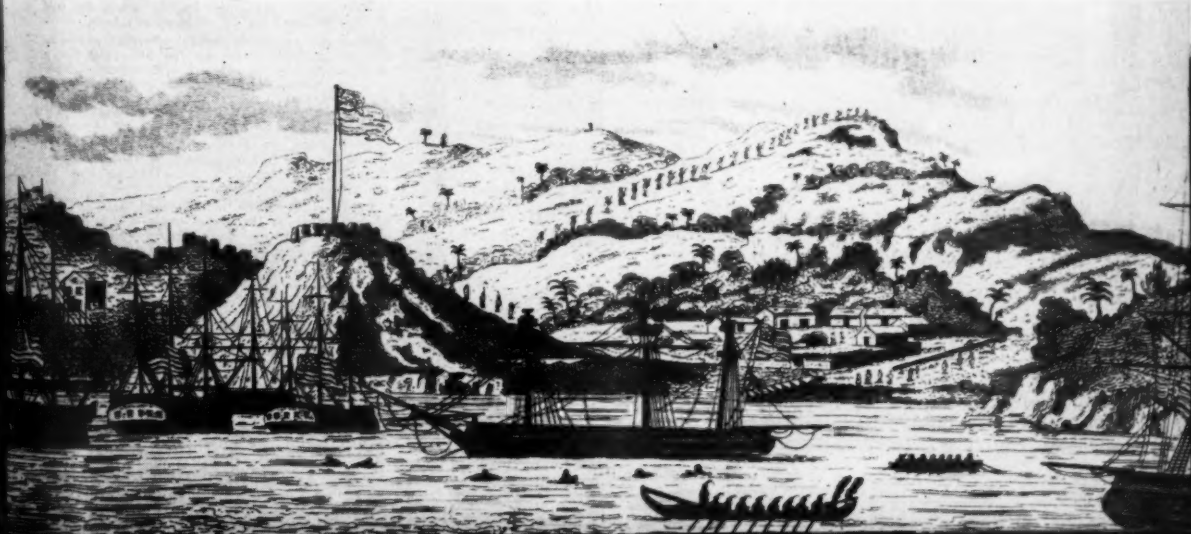
We had been compelled to fight every inch of ground, as we advanced, and here they made considerable opposition; the place was, however, soon carried, and I very reluctantly set fire to it. Numbers of their gods were here destroyed, several large and elegant new war canoes, which had never been used, were burnt in the houses that sheltered them; many of their drums, which they had been compelled to abandon, were burned.

We at length came to the formidable fort which checked our career on our first day's enterprise, and although I had witnessed many instances of the great exertion and ingenuity of these islanders, I never had supposed them capable of contriving and erecting a work like this, so well calculated for strength and defence. It formed the segment of a circle, and was about fifty yards in extent, built of large stones, six feet thick at the bottom, and gradually narrowing at the top to give it strength and durability. On the left was a narrow entrance merely sufficient to admit of one person's entering, and serving as a sally-port. But to enter this from the outside, it was necessary to pass directly under the wall for one half its length, as an impenetrable thicket prevented the approach to it in any other direction. The wings and rear were equally guarded, and the right was flanked by another fortification of greater magnitude, and equal strength and ingenuity.

A MESSENGER WAS dispatched to the Typees, informing them I was still willing to make peace, and that I should not allow them to return to their valley until they had come to terms of friendship with us. The messenger, on his return, informed me, that the Typees, on his arrival, were in the utmost consternation; but that my message had diffused the most lively joy among them. There was nothing they desired more than peace, and they would be willing to purchase my friendship on any terms. He informed me that a flag of truce would be sent in next day to know my conditions.

On the arrival of the Typee flag, which was borne by a chief, accompanied by a priest, I informed them that I still insisted on a compliance with the conditions formerly offered them, to wit, an exchange of presents, and peace with myself and the tribes who had allied themselves to me. They readily consented to these terms.

Essex and her prizes fill harbor at Marquesas Islands when Porter gave his travel-weary ships a much-needed overhaul.



TAFFERAIL TALK

ADD THIS TO YOUR LIST of fascinating statistics: Of the approximately 660,000 military members of the Navy, roughly 220,000 enlisted personnel and 53,000 officers are married.

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A look at the Navy of the past every once in a while gives us a picture of the changing customs, traditions and jobs in the sea service. The changes may seem to be almost imperceptible in the day-to-day routine, but take a glance back several years and you'll note the difference quickly. Going back even further, here's a quote we found in "Rules of the Navy Department Regulating the Civil Administration of the Navy of the United States" (1832):

- "Every vessel of the Navy, bound on a cruise, for every two guns it may carry, is allowed one boy, between 14 and 18 years of age, in lieu of the numbers authorized by circular order of 1 April 1826.



- "Recruiting officers are to enlist boys when wanted; but, when it can be avoided, are not to enlist minors without the written consent of their parents, guardians, or masters.

- "Boys are sometimes, by special letter from the Department, to be treated as Midshipmen; but, in such cases, they receive only boys' pay.

- "Boys are to be instructed in elementary studies, on board receiving ships and other vessels, by a competent person — either one of the crew or an officer, to be designated for that purpose by the commander."

So, you see, the Navy *does* change.

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Even nomenclature changes. Ever hear of an "archdeacon deck"?

It has nothing to do with the Chaplains. It's a removable aircraft cargo deck, installed over the weather deck of a Mariner-type cargo ship. Its use makes it possible to transport up to five F-84 Thunderjets per hatch, or 16 Thunderjets arranged bow to stern.

Reason for the name? The deck was named after its originator, Mr. G. D. Archdeacon, and is being developed by MSTs for use aboard Mariner-type vessels.

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One further report about the new Navy. The 55-foot float entered by the Tacoma Naval Station won the Sweepstakes award at the 22nd annual Puyallup Daffodil Festival. The float was covered with 175,000 daffodils.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 23 Jun 1955, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin.

• **AT RIGHT: GETTING TO THE BOTTOM** of things, namely his ship USS *Ticonderoga* (CVA 14), James P. Nolan, Jr., L13, USN, is dwarfed by the carrier's 209 feet of bow as she rests her 33,000 tons on keel blocks in Norfolk shipyard drydocks.

ALL HANDS

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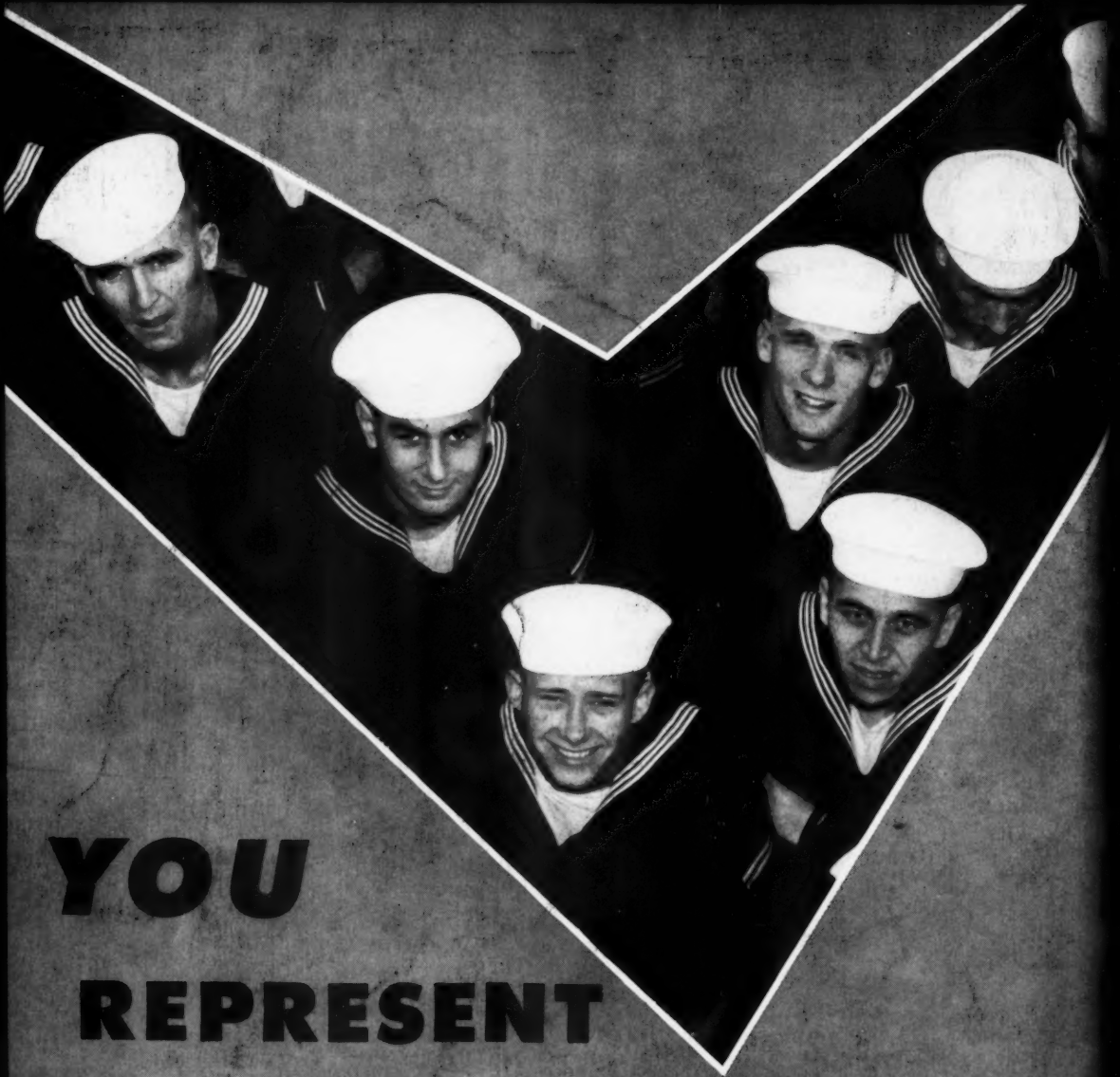
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